



DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: October 15, 2020
Time: After 10:00 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/commissionsboards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: August 26, 2020
Appeal Status: Appealable to City Council
Expiration Date: October 23, 2020

Case No.: VTT-82152-1A
CEQA No.: ENV-2018-2116-EIR
SCH No. 2018051002
Related Cases: CPC-2018-2114-DB-CU-MCUP-SPR,
CPC-2018-2115-DA
Council No.: 13 – O'Farrell
Plan Area: Hollywood
Plan Overlay: Hollywood Signage Supplemental Use District, Hollywood Redevelopment Plan Hollywood United
Certified NC:
General Plan: Regional Center Commercial
Zone: C4-2D
Applicant: MCAF Vine LLC, MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC
Representative: Edgar Khalatian, Mayer Brown LLP
Appellants:

- (1) Edgar Khalatian (Mayer Brown, LLP), on behalf of MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle, LLA, and 1720 North Vine LLC
- (2) Jamie T. Hall (Channel Law Group, LLP), on behalf of Federation of Hillside and Canyon Associations, Inc.
- (3) Robert Silverstein (The Silverstein Law Firm, APC), on behalf of StopTheMilleniumHollywood.com
- (4) Jennifer Lynch, Esq. (Manatt, Phelps & Phillips, LLP), on behalf of AMDA College of the Performing Arts
- (5) John M. Bowman, Esq. (Elkins Kalt Weintraub Reuben Gartside LLP), on behalf of Ned Pan, Inc.
- (6) Anthony Kornarens, Esq. (Anthony Kornarens, A Professional Corporation), on behalf of Vedanta Society of Southern California

PROJECT LOCATION: 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; and 6236, 6270, and 6334 West Yucca Street

PROPOSED PROJECT: **Vesting Tentative Tract Map No. 82152 (Alternative 8)** (map stamp-dated July 27, 2020) located at 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street, to allow the merger of 16 existing lots totaling 200,972 square feet (4.46 acres) and 5,876 square feet (0.135 acres) of public right-

of-way (including a 1,003 square-foot merger of a portion of an alley and a 4,873 square-foot merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street), dedicating five-foot-wide sidewalk easements over said sidewalk merger areas and the subsequent re-subdivision of a 4.60-acre site into three (3) ground lots and 13 airspace lots for a total of 13 lots; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees, in conjunction with the preservation of the Capitol Records Complex, and the development of up to 903 residential units (770 market-rate units and 133 senior affordable units), up to 385,943 square feet of office uses, and up to 26,874 square feet of restaurant/retail space.

REQUESTED ACTIONS:

Appeal of the entire decision of the Advisory Agency on the following actions:

1. Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, ENV-2018-2116-EIR (State Clearinghouse House No. 2018051002), dated April 16, 2020, and the Final EIR, dated September 3, 2020 (Hollywood Center Project EIR), as well as the whole of the administrative record, and

CERTIFIED the following:

- 1) The Hollywood Center Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Hollywood Center Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Hollywood Center Project EIR reflects the independent judgment and analysis of the lead agency.

ADOPTED the following:

- 1) The related and prepared Hollywood Center Project EIR Environmental Findings;
 - 2) The Statement of Overriding Considerations; and
 - 3) The Mitigation Monitoring Program prepared for the Hollywood Center Project EIR.
2. Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVED**:

Vesting Tentative Tract Map No. 82152 (Alternative 8), located at 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street, to allow the merger of 16 existing lots totaling 194,495 square feet (4.46 acres) and 5,876 square feet (0.135 acres) of public right-of-way (including a 1,003 square-foot merger of a portion of an alley and a 4,873 square-foot merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street), dedicating five-foot-wide sidewalk easements over said sidewalk merger areas, and the subsequent re-subdivision into three (3) ground lots and 13 airspace lots for a total of 13 lots; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees..

RECOMMENDED ACTIONS:

1. **Deny** the appeals and sustain the Modified Actions of the Advisory Agency in approving Alternative 8.
2. **Find** that the City Planning Commission has reviewed and considered the information contained in the EIR prepared for this Project, which includes the Draft EIR, No. ENV-2018-2116-EIR (SCH No. 2018051002),

dated April 16, 2020, and the Final EIR, dated September 3, 2020 (Hollywood Center Project EIR); as well as the whole of the administrative record, and

Certify that:

- 1) The Hollywood Center Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Hollywood Center Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Hollywood Center Project EIR reflects the independent judgment and analysis of the lead agency.

Adopt the following, as set forth in the Advisory Agency's Letter of Determination, dated September 14, 2020:

- 1) The related and prepared Hollywood Center Project EIR Environmental Findings;
 - 2) The Statement of Overriding Considerations; and
 - 3) The Mitigation Monitoring Program prepared for the Hollywood Center Project EIR.
3. **Approve Vesting Tentative Tract Map No. 82152 (Alternative 8)** (map stamp-dated July 27, 2020) to allow the merger of 16 existing lots totaling 200,972 square feet (4.46 acres) and 5,876 square feet (0.135 acres) of public right-of-way (including a 1,003 square-foot merger of a portion of an alley and a 4,873 square-foot merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street), and the subsequent re-subdivision of a 4.60-acre site into three (3) ground lots and 13 airspace lots for a total of 16 lots; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees.
4. **Adopt** the Advisory Agency's Modified Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Luciralia Ibarra
Principal City Planner



Milena Zasadzien
Senior City Planner



William Lamborn
City Planner
Deputy Advisory Agency



Mindy Nguyen
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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ANALYSIS

BACKGROUND

Case No. VTT-82152

Vesting Tentative Tract Map (VTTM) No. 82152 is to allow the merger of 16 existing lots totaling 200,972 square feet (4.46 acres) and 5,876 square feet (0.135 acres) of public right-of-way (including a 1,003 square-foot merger of a portion of an alley and a 4,873 square-foot merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street), dedicating sidewalk easements over said sidewalk merger areas and the subsequent re-subdivision of a 4.60-acre site into three (3) ground lots and 13 airspace lots for a total of 16 lots; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees.

Related Case Nos. CPC-2018-2114-CU-DB-CU-MCUP-SPR and CPC-20182115-DA

The proposed VTTM is related to Case Nos. CPC-2018-2114-CU-DB-CU-MCUP-SPR and CPC-20182115-DA, which would involve the preservation of the Capitol Records Complex, remove of other remaining existing uses, and the develop of three new buildings (two mixed-use residential buildings on the West Site and one office building on the East Site). The maximum building height would be up to 595 feet (49 stories) on the West Site and 367 feet (17 stories) on the East Site. Alternative 8 would include the development of up to 903 residential units (770 market-rate units and 133 senior affordable units), up to 385,943 square feet of office uses, up to 26,874 square feet of restaurant/retail space, 33,425 square feet of publicly accessible open space, and a five-level subterranean parking garage with one level of enclosed at-grade parking on the West Site, and a seven-level subterranean parking garage on the East Site. Alternative 8 would have a maximum FAR of 7:1, which includes 1,287,100 square feet of new development and the existing, approximately 114,303-square-foot Capitol Records Complex (consisting of the 92,664-square-foot Capitol Records Building and the 21,639-square-foot Gogerty Building), for a total floor area of 1,401,403 square feet. This case will be heard by the City Planning Commission concurrently to the subject appeal.

APPEAL

Timely appeals of the Deputy Advisory Agency's Letter of Determination (LOD) of September 14, 2020, approving Vesting Tentative Tract Map No. VTT-82152 were filed on September 22 and September 23, 2020. The appeals were filed by:

- 1) Edgar Khalatian, Mayer Brown LLP, on behalf of the Applicant;
- 2) Jamie T. Hall, Channel Law Group, LLP on behalf of Federation of Hillside and Canyon Associations, Inc.;
- 3) Robert Silverstein, The Silverstein Law Firm, APC, on behalf of StopTheMilleniumHollywood.com;
- 4) Jennifer Lynch, Esq., Manatt, Phelps & Phillips, LLP on behalf of AMDA College of the Performing Arts;
- 5) John M. Bowman, Esq., Elkins Kalt Weintraub Reuben Gartside LLP, on behalf of Ned Pan, Inc.; and
- 6) Anthony Kornarens, Esq., Anthony Kornarens, a Professional Corporation, on behalf of Vedanta Society of Southern California.

APPEAL POINTS AND STAFF RESPONSES

The following are each Appellant's respective appeal points and Planning Staff's responses. For your reference, a link to the Draft and Final EIR is provided in Table of Contents of this Report.

APPELLANT 1: EDGAR KHALATIAN, MAYER BROWN LLP, ON BEHALF OF MCAF VINE LLC, MCAF VINE LLC, 1750 NORTH VINE LLC, 1749 NORTH VINE STREET LLC, 1770 IVAR LLC, 1733 NORTH ARGYLE LLC, AND 1720 NORTH VINE LLC (APPLICANT)

Below is a summary of the contents of the above-referenced letter. Please see Exhibit A-1 for full text, citations and/or footnotes.

Appeal Statement 1-1

The Appellant requests that the Original Project be adopted instead of Alternative 8 for the following reasons:

Appeal Statement 1-1a

A. The Project Best Meets the City's and Hollywood Community Plan Needs

The Appellant requests to adopt the Project instead of Alternative 8 based on the argument that the Project best meets the City's and the Hollywood Community Plan area's living and employment needs for additional and larger living spaces to accommodate a live-work environment, as employees prefer working from home and businesses focus on providing increased home-working opportunities for their employees in a post-COVID-19 world.

The Project would provide larger average residential unit sizes (1,220 square feet for the market-rate units and 937 square feet for the affordable units), as compared to Alternative 8 (828 square feet for the market-rate units and 612 square feet for the affordable units), and would help address the City's market-rate and affordable housing demand by providing an additional 102 residential units, which would otherwise be lost to provide Alternative 8's office component.

The Project is best suited to meet the City's ever-changing demands, and still provides many of the same benefits as Alternative 8, with regards to Preservation and Activation; Distinct Design and Views; No Above-Grade Parking; Open Space; Mobility; Senior Affordable Housing; Jobs; and Sustainability.

Approval of the Project instead of Alternative 8 would also eliminate the entitlement requests for a Major Development Conditional Use Permit and for the Density Bonus Waiver of Development Standards to allow the floor area of any residential balconies and terraces to be excluded for purposes of calculating the total floor area.

Staff Response 1-1a

In accordance with CEQA Guidelines Section 15126.6, the City considered a reasonable range of alternatives that could feasibly attain most of the Project Objectives while lessening significant impacts identified by the Original Project. Alternative 8 (Office, Residential and Commercial Alternative) was identified as a feasible and preferred alternative by the Lead Agency which meets all the Project Objectives. With approximately the same developable floor area (50 square feet less than the Original Project), Alternative 8 provides a significant increase of commercial office uses with a modest reduction of restaurant and/or retail uses and provides similar benefits listed by the Appellant as the Original Project. While the total number of residential units decreases from 1,005 to 903 units under Alternative 8, the number of senior affordable units remains the

same as the Original Project, and office uses increase from zero to 385,943 square feet, provide a greater balance of jobs producing uses and housing. Furthermore, the building setback for Alternative 8 from the Capitol Records building would, similar to the Original Project, be maintained at a minimum of 70 feet (as measured from the edge of the sunshades) and, a minimum of 40 feet at the ground level from Vine Street, to allow views of the Capitol Records Building looking north from Vine Street; and reduces the number of new buildings on the East Site, which is shared with the Capitol Records Building, and the maximum height of the new building proposed on the East Site would be reduced from 595 feet, or 48 stories, to 367 feet, or 17 stories, thereby reducing the overall height and massing of buildings surrounding the historic structure, and better meeting the objective of preserving view corridors of the Capitol Records Building.

The City also found that, pursuant to PRC Sections 21002-21002.1 and 21004 and CEQA Guidelines Sections 15002(a), 15002(h), and 15021(a), Alternative 8 is a feasible and acceptable alternative in that it meets all of the Project Objectives with similar impacts to the Original Project. While certain Alternative 8 impacts would be greater than the less-than-significant impacts of the Original Project, these impacts would continue to be less than significant (with or without mitigation), like the Original Project. Moreover, Alternative 8 would result in less impacts than the Original Project with regards to GHG, Public Services (Parks and Libraries), Transportation (household VMT), and Utilities (Water and Wastewater). The City, as the lead agency, asserted its discretion in approving an Alternative that meets all of the Project Objectives, in addition to meeting the economic goals of the City and broader policy concerns with providing increased employment opportunities and office uses within a Transit Priority Area (TPA) in the Hollywood Regional Center.

Finally, the City is aware of the entitlements necessary for Alternative versus the Original Project. However, this appeal point raises no substantive issues as to the City's discretion to consider from among the range of alternatives. Therefore, the appeal point should be denied. Therefore, the appeal point should be denied.

Appeal Statement 1-1b

B. The Project Would Have Less VMT Impacts

Due to the increased office uses with Alternative 8, Alternative 8 would generate greater work vehicle miles traveled (VMT) as compared to the Project, even though the impact from a CEQA perspective would remain less than significant. This means that while from a CEQA perspective traffic impacts would remain the same, the Project's operations would result in less vehicle miles traveled.

Staff Response 1-1b

The Original Project would result in 4.8 household per capita. Pursuant to the Los Angeles Department of Transportation (LADOT) Traffic Assessment Guidelines (TAG), the amount of commercial floor area proposed under the Original Project was screened out from VMT analysis, as it was less than the screening threshold of 50,000 square feet; therefore, employee (work) VMT impacts were found to be less than significant under the Original Project. Alternative 8 would result in a 4.5 household VMT per capita and a 4.7 employee VMT per capita, with the application of Transportation Demand Management (TDM) strategies, which does not exceed the Central Area Planning Commission's 6.0 household or 7.5 employee threshold standard. Therefore, as stated by the Appellant, Alternative 8 would generate more work VMT than the Original Project; however, the impacts would remain less than significant. This information is provided in the

Supplemental Transportation Analysis, dated August 2020, prepared for Alternative 8, reviewed and approved by the LADOT, who concurred with the Supplemental Transportation Assessment that Alternative 8 would not create any new impacts or change the findings of LADOT's Inter-departmental Memo dated April 10, 2020. Therefore, the appeal point should be denied.

Appeal Statement 1-2

The Appellant requests approval of requested mergers.

Appeal Statement 1-2a

This Appellants objects to BOE's recommended three-foot and four-foot sidewalk mergers and easements along the Project Site's Yucca Street and Argyle Avenue frontages, respectively, and requests the City to approve the five-foot requested mergers and easements along these frontages as identified in the Project's Vesting Tentative Tract Map (VTT-82152). The requested five-foot mergers are necessary to provide the Project's 1,005 residential units, including the 133 senior affordable units.

Moreover, the Project would maintain and improve the existing sidewalk widths by providing easements to the City for the proposed merger areas and would not inhibit current and future circulation needs for these portions of Yucca Street and Argyle Avenue. Accordingly, we respectfully request the City to grant this appeal and approve the requested mergers for the Project.

Staff Response 1-2a

The existing sidewalk widths adjoining the Project Site include 15 feet along Vine Street, 10 feet along Yucca Street, and 12 feet along Argyle Avenue. It is standard BOE policy to limit the consideration of sidewalk easements to one-third of the sidewalk depth, as sidewalk easements do not afford the City the same full use of a dedicated areas as with a full right-of-way. Specifically, the City cannot install public infrastructure and utilities within a sidewalk easement. Per BOE, one-third of the existing sidewalk widths would allow for a five-foot merger along Vine Street, three-foot merger along Yucca Street, and a four-foot merger along Argyle Avenue, which is consistent with BOE's recommendations for the Alternative 8 VTTM. The City reserves the right to limit the amount of land to be used as an easement, as allowing a greater merger and sidewalk easement would encroach into current or future public utilities, which would limit the City's ability to provide public utilities and infrastructure. In addition, the mergers, as approved, are sufficient to support the density proposed in conjunction with Alternative 8. Therefore, the appeal point should be denied.

APPELLANT 2: FEDERATION OF HILLSIDE AND CANYON ASSOCIATIONS, INC.

Please see Exhibit A-2 for full citations and/or footnotes.

Appeal Statement 2-0

[The] Appellant notes that the Letter of Determination erroneously states that the deadline for filing an appeal of the tract map is September 23, 2020. However, applicable local law provides for a 10-day appeal period from the Advisory Agency and thus the correct appeal deadline is September 24, 2020.

Staff Response 2-0

The Appellant asserts that the City did not notice the appeal period for the VTTM LOD correctly. Pursuant to LAMC Section 17.06 A.3, "Appeals to the Appeal Board shall be filed in duplicate, in a public office of the Department of City Planning on forms provided for that purpose **within ten days of the date of mailing of the written decision** of the Advisory Agency and shall be

accompanied by the fee required in Section 19.02 of this Code.” [***Emphasis added.***] In addition, the City has a long-standing practice of including the mailing date when calculating the appeal period. The VTTM LOD was issued on September 14, 2020; and consistent with LAMC Section 17.06 A.3 and the City’s long-standing practice, the appeal period ended on September 23, 2020, within 10 days of the mailing date of the VTTM LOD. Furthermore, six timely appeals were filed, demonstrating that the public was not misled regarding the appeal period, and the City did not violate any due process rights and the appeal point should be denied.

Appeal Statement 2-1

1. The Map and Subdivision are Inconsistent with General and Specific Plan

Appeal Statement 2-1a

The Subdivision Map Act requires that a proposed project be consistent with all applicable general and specific plans. The Advisory Agency erred when it determined that consistency findings could be made for the Project. The Project is not consistent with the Hollywood Community Plan. It requests an almost 7:1 Floor Area Ratio, when the local planning permits at most a 6:1 ratio. Appellant’s members have expressed concern that the calculations used to determine the actual Floor Area Ratio do not comply with normal City procedures. Neither the DEIR nor the FEIR made the process by which the City determined the FAR clear.

In addition, member organizations pointed out that the D Limitations currently imposed at the site were improperly removed, since they were put in place as an environmental mitigation. This required further study and consideration by the City in the EIR prepared by the City to ensure the City and applicant were complying with all legal requirements.

Staff Response 2-1a

This appeal contends that the Advisory Agency erred in making a consistency finding for the Project because: (i) the requested 7:1 floor area ratio (FAR) does not comply with the Hollywood Community Plan; (ii) the calculation of FAR does not comply with City procedures and was unclear in both the Draft and Final EIR; and (iii) the City improperly removed the “D” Limitations on the Project Site which the comment asserts was imposed as an environmental mitigation measure.

As discussed in the Final EIR, the Project Applicant revised the Zone and Height District Change request to a Density Bonus Compliance Review pursuant to California Government Code Section 65915 and LAMC Section 12.22 A.25. The State’s Density Bonus Law allows projects to be eligible to receive certain development incentives by providing the requisite percentage of affordable housing. In addition, State Density Bonus Law permits a developer to request a waiver or reduction of development standards that will have the effect of physically precluding the construction of a development.

Alternative 8 proposes a total of 903 dwelling units, including 770 market-rate units and 133 affordable senior units. Contingent upon the approval of the Density Bonus Compliance Review, and in conjunction with requested On- and Off-Menu Incentives and Waivers of Development Standards, Alternative 8 would be permitting a maximum 7:1 FAR in exchange for setting aside at least 11 percent for Very Low Income households. The State Density Bonus Law authorizes a Density Bonus Housing Development Project, as defined by Government Code Section 65915, to deviate from applicable development standards and ordinances, such as those in the Hollywood Community Plan and the “D” Limitations pursuant to Ordinance No. 165,659, but without the need for a Zone Change or General Plan Amendment. Accordingly, in conjunction with the Density Bonus Compliance Review request to allow a 7:1 FAR, Alternative 8 is consistent

with the General Plan. Further, the Advisory Agency's determination in approving the VTTM is contingent upon the City Planning Commission's approval of the Density Bonus requests and, as conditioned, the VTTM approval is contingent upon the approval of the related CPC entitlements.

With regards to the calculation of FAR, the Project and Alternative 8 FARs are calculated pursuant to Floor Area and FAR definitions provided in LAMC Section 12.03 (Definitions). However, the Applicant requests a Waiver of Development Standards to permit the floor area of residential balconies and terraces to be excluded for purposes of calculating the total floor area, in a similar manner as the On-Menu Incentive pursuant to LAMC Section 12.22 A.25(f)(7), which allows the lot area for the purposes of calculating the maximum density permitted to be modified. Moreover, both the Draft EIR and the Final EIR explicitly explain how the FAR was calculated, as described on pages 2-67 through 2-71 and 2-912 through 2-915 of the Final EIR.

With regards to the assertion that the City improperly removed the "D" Limitations on the Project Site, it should be clarified that the requested entitlements do not include removal of the "D" Limitations, but instead, requests a Density Bonus Compliance Review to allow a 7:1 FAR. As discussed above, the State Density Bonus Law allows a Density Bonus Housing Development Project to deviate from otherwise applicable development standards, including the "D" Limitations pursuant to Ordinance No. 165,659.

Finally, with regards to the "D" Limitations as mitigation measure, as explained in Response to Comment No. ORG 13B-8 of the Final EIR, the 1988 Hollywood Community Plan does not identify the "D" Limitation as a CEQA mitigation measure, nor does it identify the specific environmental effect that those restrictions purport to mitigate. On the other hand, the Los Angeles Municipal Code is clear that "D" Limitations are zoning classifications. While Alternative 8 does not include the removal or change to the "D" Limitation, environmental impacts of Alternative 8 were fully analyzed in accordance with CEQA.

Therefore, the Advisory Agency did not err in finding that the map and subdivision for Alternative 8 are consistent with the General Plan and the appeal point should be denied.

Appeal Statement 2-2

2. The Project is Likely to Cause Substantial Environmental Damage

Appeal Statement 2-2a

As noted in the Letter of Determination issued by the Advisory Agency, one of the required findings under the Subdivision Map Act is as follows: "The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat." There is ample evidence in the record that the Project will cause "substantial environmental damage." The Advisory Agency therefore erred when it concluded that this required finding could be made.

Staff Response 2-2a

The Appellant asserts that there is ample evidence in the record that the Project will cause substantial environmental damage but does not provide any specific information to support this claim. The Initial Study prepared for the Project, included in Appendix A-2, *Initial Study*, of the Draft EIR, determined that the Project would have less-than-significant or no impacts to biological resources. The Appellant is also referred to the Project's EIR, which addresses the Project's potential impacts on the environment, including to fish, wildlife, and habitat. Therefore, the Advisory Agency did not err in concluding that Alternative 8 is not likely to cause substantial

environmental damage and the appeal point should be denied.

Appeal Statement 2-2b

Several Federation member organizations and other community groups expressed concern that the Draft Environmental Impact Report (“DEIR”) was inadequate in determining that impacts on police and fire services will not be significant. The Beachwood Canyon Neighborhood Association was extremely concerned, due to its proximity to brush and wildland areas of the eastern Santa Monica Mountains, that emergency response times will be negatively impacted by the Project and current evacuation planning for their community will no longer be sufficient due to the project. Neither the DEIR nor the FEIR adequately addressed those issues.

Staff Response 2-2b

This comment was provided by the Appellant in Comment No. ORG 45-5 and was fully addressed in Responses to Comment No. ORG 25 on pages 2-451 through 2-455 in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrated that impacts related to police and fire services, whether the Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would be less than significant. Further, no new information or substantial evidence has been provided to demonstrate how the analysis in the Draft EIR was deficient or the City’s response was not adequate. Therefore, there is no substantial evidence to support the claim that the EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 2-2c

Moreover, the submission made by United Neighborhoods for Los Angeles raised the concern that the population estimates used by the DEIR were inaccurate. The City has variously used 165,000 and 300,000 as the population number for this part of the City. Any public services impacted by this broad discrepancy should have been addressed in the Final EIR to allow members of the public and City decision makers to understand the significant project impacts to police, fire, and other services.

Staff Response 2-2c

This specific comment was provided by the Appellant in Comment No. ORG 45-5 and was fully addressed in Responses to Comment No. ORG 16 on pages 2-416 through 2-435 in Chapter 2, *Responses to Comments*, of the Final EIR, which explains that the Draft EIR utilized information that was provided by the Los Angeles Police Department at the time of writing but that, while the crimes per capita statistics were reviewed and presented in the analysis, the crime rate is not the determining factor for determining the Project’s impacts related to police services, which were determined to be less than significant. Further, no new information has been provided to explain how the City’s response was not adequate. Therefore, there is no substantial evidence to support the claim that the EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 2-2d

Additionally, transportation planning for the project clearly raises potentially significant environmental impacts, and Appellant’s affected members and other community organizations do not believe they have been adequately addressed. There are several impacted intersections with significant impacts, on- and off-ramps to the 101 Freeway are significantly impacted, and as a traffic report submitted by KOA on behalf of member Oaks Homeowners Association shows, there are at least two projects that were listed on the cumulative impact list for the DEIR whose contributions to the roadway analysis were apparently elided, causing that analysis to be insufficient. The FEIR does not rectify these deficiencies. Beachwood Canyon Neighborhood

Association also noted there is already parking overflow in the lower part of its canyon neighborhood from existing projects, and their local expert opinion is that this project will exacerbate parking demand and cause an even greater impact than at current. This will especially be true during the project construction period when it is unclear where temporary parking for the Capitol Records building and parking lot will be located. The EIR for the Project should have been revised to address these concerns.

Staff Response 2-2d

This specific comment was provided by the Appellant in Comment No. ORG 45-6 and was fully addressed in Responses to Comment No. ORG 5 on pages 2-246 through 2-250 in Chapter 2, *Responses to Comments*, of the Final EIR, which clarified that the State no longer uses traffic congestion as a measure of potential environmental impacts and that, as the Project Site is located within a Transit Priority Area (TPA), parking impacts would not be considered significant under CEQA; and demonstrates that traffic impacts were fully analyzed and addressed in the EIR. The comment also references the traffic report submitted by KOA, which is fully addressed in Response to Comment Nos. 8I-74 to 8I-78 on pages 2-1030 through 2-1036 of the Final EIR. Further, no new information has been provided to explain how the City's response was not adequate. Therefore, there is no substantial evidence to support the claim that the Final EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 2-2e

Further, many of Appellant's member organizations are understandably concerned that the City is repeating the catastrophic mistake of allowing residential and other structures to be built directly atop an existing earthquake fault with this new project iteration. Appellant believes the information provided in the EIR regarding this issue was inadequate to conclude that it is safe to allow construction of massive buildings atop the fault zone. Since the previous project at this site by the same developer should be considered as part of the record of this case, Appellant draws the City's attention to any and all objections made with respect to the earthquake fault zone issue in that record, and also to any comments that may be submitted by others on this topic now.

Staff Response 2-2e

This specific comment was provided by the Appellant in Comment No. ORG 45-7 and was fully responded to in Responses to Comment No. ORG 45-7 on page 2-826 in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrates that impacts to geology and soils, except for paleontological resources, would be less than significant without mitigation. Further, no new information has been provided to explain how the City's response was not adequate. Therefore, there is no substantial evidence to support the claim that the Final EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 2-2f

Also, several of Appellant's members raised the concern that the environmental documents shared with the public are corrupted and illegible and they have therefore been unable to understand the record sufficient to make intelligible comments. While this was eventually corrected, the City did not extend the public comment period to provide for a 45-day review of the corrected DEIR. On this basis alone, the EIR should have been corrected and recirculated since the earthquake issue above relies heavily on this appendix.

Staff Response 2-2f

This specific comment was provided by the Appellant in Comment No. ORG 45-8 and was fully responded to in Responses to Comment No. 8H-3 on pages 2-878 through 2-879 in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrates that the EIR documents were

made fully legible and accessible to the public. Data “corruption” did occur on a few pages for some viewers when using a particular file format but not when viewing the Draft EIR and Appendices in any of the other available computer and hard copy formats, including the City’s website. As the Appellant notes, when the City was notified of this issue, all relevant files were replaced expeditiously, and all inquiring parties were notified of the update. In addition, all legally mandated review periods have been adhered to regarding the Draft EIR. Further, no new information has been provided to explain how the City’s response was not adequate. Therefore, there is no substantial evidence to support the claim that the Final EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 2-2g

The Federation also contends that the City has violated CEQA by conducting a public hearing for the Project without completion and publication of the Final Environmental Impact Report for the Project. As the staff recommendation report for the vesting tentative tract map case noted, the Final EIR was held back to address a late-submitted letter from the California Geological Survey (CGS). The CGS letter was not some minor or technical land use issue, it related to a matter of significant public safety. The letter reports to the City that on May 8, 2020, the United States Geological Survey “issued a new, peer-reviewed analysis of the Hollywood Fault zone in the immediate area of [the project].” The peer-reviewed analysis found: (1) new earthquake traces not identified in the existing environmental document’s appendix G, (2) that it is highly likely that an active fault strand crosses the project site, and (3) that neither the 2014 earthquake trench nor other investigative techniques are adequate to clear the project site of active faults. In light of the extremely serious nature of the CGS findings, an additional exploratory trench was requested by the Los Angeles Department of Building and Safety.

Staff Response 2-2g

The Appellant references the late-submitted letter from the CGS, which was fully responded to Responses to Comment No. AG 5 on pages 2-153 through 2-172, and Topical Response No. 3 – Geology and Fault Hazards on pages 2-45 through 2-57, in Chapter 2, *Responses to Comments*, of the Final EIR. The City has reviewed the USGS-CGS 2020 report and determined that it does not constitute new geologic data warranting further investigation of the Project Site, or significant new information requiring recirculation of the Draft EIR, for several reasons, including that the data set for the USGS-CGS 2020 report comes with a disclaimer regarding its accuracy. Additionally, the methodology employed in the report can be misleading without the context of surface topography, or without more specific and detailed information that can be provided from fault trenching or transect studies (which were performed by the 2015 and 2019 Fault Investigations prepared by Group Delta Consultants, Inc. for the Project, reviewed and approved by the Los Angeles Department of Building and Safety [LADBS]), particularly when the geophysics data is intended for near surface interpretations. The USGS-CGS 2020 report also cites two draft reports prepared for projects not adjacent to the Project Site, rather than relying on the two approved reports specific to the Project Site. The on-site approved reports, filed with CGS by the City and provided in the Draft EIR, demonstrate that based on extensive trenching and borings, there are no Holocene-active faults at the Project Site. Further, the draft data cited in the USGS-CGS reports do not use local data, such as the detailed mapping data maintained by LADBS that is based on trenching and boring that has been undertaken at the Project Site and surrounding properties. In addition, the USGS-CGS 2020 report itself states that its results do not indicate the recency of fault movement. While there is substantial evidence to demonstrate that the Project Site is not located on an active earthquake fault. Nevertheless, out of an abundance of caution, the City will require fault trenching overlapping the transect investigation to be performed on the southern portion of the East Site, which is required to be completed prior to the commencement of construction on the Project Site. Once it receives the results of that

investigation, the City will analyze that information for the potential to require revisions to the Project and the Environmental Impact Report prepared for the Project, and for the potential to require the City to revise its conclusions under the Alquist-Priolo Act.

The Appellant also contends that the City violated CEQA by conducting a public hearing for the Project without completion and publication of the Final EIR. However, CEQA does not require a public hearing in relation to the completion or publication of the Final EIR. Pursuant to CEQA Guidelines Section 15202, Public Resources Code (PRC) Section 21092.5 and CEQA Guidelines Section 15088(b), the City, as the Lead Agency, is required to provide any public agency that commented on the EIR with a written proposed response to the agency's comments at least 10 days before certifying a Final EIR.

On September 3, 2020, the City released and provided to all public agencies that made comments on the Draft EIR, the Final EIR for the Project, which included responses to all comments received during the review period for the Draft EIR. As a courtesy, a Notice of Availability of the Final EIR was also sent to all property owners and occupants within a 500-foot radius of the Project Site, all commenters on the Draft EIR, and interested parties. On September 14, 2020, 11 days after release of the Final EIR, the City issued a LOD for VTT-82152, approving the VTTM for Alternative 8 and certifying the EIR for the Project. As such, the City complied with all CEQA requirements as related to the publication of the Final EIR, and certification of the EIR for the Project and the appeal point should be denied.

Appeal Statement 2-2h

*Conducting the public hearing for the Project **before** the entire environmental record was complete robbed members of the public of the ability to make meaningful comment on the project. This is assuredly not the CEQA process envisioned by California's legislature or courts "to demonstrate to the public that it is being protected." Our California Supreme Court has held that the environmental review process is intended "to demonstrate to an apprehensive citizenry that the [City] has, in fact, analyzed and considered the ecological implications of its action." An EIR "is a document of accountability . . . protect[ing] not only the environment but also informed self-government." Angelenos are deservedly apprehensive about the environmental review process in Los Angeles due to the terrible corruption in our City government, and also due to the City's business-as-usual approach to planning and land use decision-making, even while we are at the height of the worst public health emergency in the modern era. The City's citizens are right to be extremely apprehensive about this project.*

Staff Response 2-2h

The Appellant asserts that conducting the public hearing prior to the release of the Final EIR does not provide the public enough opportunity comment on the Project. As explained above, CEQA does not require that a public hearing be held in relation to the completion of a Final EIR, nor is there a mandated comment period for the Final EIR. Furthermore, public comments are accepted by the City until a final decision is rendered on the Project. CEQA requires that the public be provided with the ability to provide written comments on the adequacy of the Draft EIR, which the City did, and, separately, the City's development review process provides the public with multiple opportunities to comment in writing or orally on the Project for any reason, including the adequacy of the FEIR, which the City has complied with and will continue to comply with. As such, holding the public hearing prior to the release of the Final EIR did not preclude the public from providing comments on the Project or Alternative 8, and the appeal point should be denied.

Appeal Statement 2-2i

Finally, the Federation contends that the City engaged in deferred environmental analysis and

mitigation when it added a condition requiring additional exploratory trenching in light of the letter received by the California Geological Survey. Conditioning a project on another agency's future review of environmental impacts, without evidence of the likelihood of effective mitigation by the other agency, is insufficient to support a determination by the lead agency that potentially significant impacts will be mitigated. Further, requiring formulation of mitigation measures at a future time violates the rule that members of the public and other agencies must be given an opportunity to review mitigation measures before a project is approved. (condition requiring that mitigation measures recommended by future study to be conducted by civil engineer evaluating possible soil stability, erosion, sediment, and flooding impacts was improper). Moreover, a condition that requires implementation of mitigation measures to be recommended in a future study may conflict with the requirement that project plans incorporate mitigation measures. Studies conducted after a project's approval do not guarantee an adequate inquiry into environmental effects. Such a mitigation measure would effectively be exempt from public and governmental scrutiny.

Staff Response 2-2i

The Appellant asserts that the City improperly deferred environmental analysis and mitigation by requiring additional exploratory trenching as part of a Condition of Approval in the VTTM LOD. The Appellant is referred to Topical Response No. 3 – Geology and Fault Hazards, on pages 2-45 through 2-57 of Chapter 2, *Responses to Comments*, of the Final EIR, which provides a detailed explanation of the CEQA analysis and the Project's compliance with the Alquist-Priolo Act. In addition, the 2015 and 2019 Group Delta study conducted fault trenching; incorporated previous results of fault studies conducted on nearby properties; chronologic dating of soils units conducted by three paleoseismic specialists; and transect investigations, including a total of 43 core boring and 96 Cone Penetration Testing (CPT) sounds uses to locate faulting and determine the age of any faults in areas where fault trenching was infeasible due to existing structures, to determine the age of any faults discovered results prepared for the Project Site. The 2015 and 2019 Groupe Delta studies thus included direct observed evidence that the faults beneath the Project Site have not experienced movement in the last 30,000 years and, thus, is not considered an active fault.

In addition, this Condition of Approval is not deferred mitigation as the EIR contains substantial evidence that there are no active faults on the Project Site, and concluded that environmental impacts related to seismic and fault activity would be less than significant; therefore, no mitigation is required. The Condition of Approval to augment the boring with trenching on the southern portion of the Project Site is, like other Conditions of Approval, a requirement for construction and not an indication of an environmental impact of the project. In addition, compliance with the Alquist-Priolo Act is part of regulatory compliance with the State's and City's standards. Finally, the Appellant has not provided any substantial evidence to demonstrate that the impacts would be potentially significant and require mitigation. Therefore, implementation of the referenced Condition of Approval is not deferred environmental analysis or mitigation and the appeal point should be denied.

Appeal Statement 2-3

3. The Project is Likely to Cause Serious Public Health Problems and the Site is Physically Unsuitable for the Density Proposed

Appeal Statement 2-3a

Two other required findings that must be made under the Subdivision Map Act are as follows: (1) "The design of the subdivision and the proposed improvements are not likely to cause serious

public health problems,” and (2) “The site is physically suitable for the proposed density of development.” The Advisory Agency erred when it determined that both of these required findings could be made for the Project.

As explained above, there is substantial evidence in the record that the Project sits atop an active fault. The Legislature long ago determined such development was inherently dangerous under the Alquist-Priolo Act. Locating the Project directly atop an active fault in direct violation of the Act is likely to cause serious public health problem when that fault ruptures. It is a question of when – not if – an earthquake occurs. Moreover, the presence of the fault renders the site physically unsuitable for the proposed development. The presence of geological hazards requires map disapproval on grounds of physical unsuitability. Additionally, if a site is not physically suitable for the proposed density of development, a public agency cannot approve a map for the proposed subdivision.

Staff Response 2-3a

The Appellant asserts that the Advisory Agency erred when it made the required findings for the Project under the Subdivision Map Act, based on the assertion that the Project Site is not physically suitable for the proposed density of development, due to its location on an active earthquake fault. The Appellant is again referred to Topical Response No. 3 – Geology and Fault Hazards, Chapter 2, *Responses to Comments*, of the Final EIR, which provides a detailed explanation of the CEQA analysis and the Project’s compliance with the Alquist-Priolo Act. The Appellant is also referred to pages 149 through 151 of the VTTM LOD, which explains that the Project Site would be physically suitable for the proposed type of development. Finally, the Appellant did not provide any new information to explain how the City’s response was not adequate. Therefore, there is no substantial evidence that the Advisory Agency erred in their findings that the Project is not likely to cause public health problems, or that the site is physically suited for the density proposed and the appeal point should be denied.

APPELLANT 3: STOPTHEHOLLYWOODMILLENIUM.COM

Please see Exhibit A-3 for full citations and/or footnotes.

Appeal Statement 3-1

1. The Advisory Agency erred in approving the Vesting Tentative Tract Map and relying on the EIR for legally required findings.

Appeal Statement 3-1a

First, as explained in our September 11, 2020 letter objecting to the holding of the Advisory Agency hearing on August 26, 2020, before issuance of the FEIR to the public, the entire Advisory Agency Determination is void ab initio. We incorporate and restate the objections contained in our September 11, 2020 letter. A new Advisory Agency hearing must be noticed and properly held. We also incorporate by reference our September 18, 2020 objection letter. These letters are attached hereto at Exhibits 1 and 2 for your convenience.

Staff Response 3-1a

LAMC Section 17.06 A.1 (Tentative Tract Map and Appeals – Procedure) states that the Department shall notify all owners and occupants of residential, commercial, and industrial properties located within 500 feet of the proposed subdivision. Such notification shall be in writing and mailed not less than 10 days prior to the Tentative Map being considered by the Advisory Agency. Further, a notice of public hearing shall be posted in a conspicuous place on the property involved at least 10 days prior to the date of the public hearing. Such notification was provided in

writing and mailed on or before July 31, 2020, and posted on the site on August 14, 2020, in compliance with LAMC requirements. In addition, pursuant to PRC Section 21092.5, the Lead Agency did not certify the EIR for at least 10 days following the release of the Final EIR. The Final EIR was released on September 3, 2020; and the EIR was certified by the Deputy Advisory Agency on September 14, 2020, in compliance with this regulation.

On August 26, 2020, a duly noticed public hearing for the Project, including Alternative 8, was held by the Deputy Advisory Agency/Hearing Officer on behalf of the CPC. At this hearing, the City took in public comments on Project and Alternative 8's requested entitlements on behalf of the CPC, and the Advisory Agency took comments on the Project and Alternative 8's proposed Vesting Tentative Tract Map (VTTM) and the EIR. The Advisory Agency took the VTTM under advisement and did not take any action on the VTTM. Further, as discussed in Staff Response 2-2h on page A-10 of this Appeal Report, CEQA does not require a Final EIR to be published prior to conducting a public hearing. Accordingly, the City complied with the applicable hearing and Final EIR publication requirements. Therefore, a new Advisory Agency hearing is not required, and the appeal point should be denied.

Responses to the September 11, 2020, and September 18, 2020 letters are provided under Staff Response 3-3 and 3-4 below.

Appeal Statement 3-1b

In addition, the Determination letter purports to approve the Vesting Tentative Tract Map, including numerous conditions and findings based on the EIR. For example, Condition 34 requires trenching to investigate the location of active fault traces. The Deputy Advisory Agency's actions are illegal and ultra vires. The Deputy Advisory Agency has no authority to certify, approve or make findings in support of the EIR – those actions are reserved for the City Council.

CEQA defines a "project" as the "whole of an action" and refers to the activity being approved which may be subject to several discretionary approvals. The Project requires numerous discretionary approvals including Density Bonus Off Menu Incentives, Site Plan Review, a Master Conditional Use Permit, a Vesting Tentative Tract Map and a Development Agreement. Therefore, the "project" entails physical development requiring these various entitlements, only one of which is approved by the Deputy Advisory Agency acting on behalf of the Director of Planning per LAMC § 17.03. Because the Project requires approval by the City Council for the Development Agreement and EIR, the City Council is the "decision making body" with legal authority to approve or disapprove the Project. The CEQA Guidelines do not permit the City Council to delegate review and consideration of an EIR, or to delegate the making of findings on the basis of the EIR. The City Council, not the Deputy Advisory Agency, is the decision-making body which must consider the EIR. This consideration must take place prior to Project approval. Therefore, the Determination Letter improperly purports to approve the Vesting Tentative Tract Map and certify the EIR. Any Notice of Determination recorded prior to City Council certification, therefore, has no legal effect.

Staff Response 3-1c

The Appellant asserts that the Deputy Advisory Agency has no authority to certify, approve, or make findings in support of the EIR and that such actions are reserved for the City Council. Pursuant to LAMC Section 12.36 C (Project Requiring Multiple Approvals), if a project requiring multiple approvals also requires a Subdivision Approval by the Advisory Agency, that Subdivision Approval and any appeals shall be decided and governed by the rules set forth in Article 7 (Division of Land Regulations) of Chapter 1 of the LAMC. Therefore, the Advisory Agency, as the decision-making body on the Project's VTTM pursuant to LAMC Section 17.03 and 17.15, has

the authority to and must certify the EIR before taking any action to approve or disapprove the VTTM. As the subdivision request was subsequently appealed, the City Planning Commission is therefore the appropriate decision-making body on the subdivision appeal, including consideration of the EIR. As Alternative 8 also requires other entitlement approvals from multiple decisionmakers, in accordance with LAMC Section 12.36 C.1, the City Planning Commission is the initial decision-making body for the balance of the Project's required approvals, except for the Development Agreement, which must be recommended by the CPC and approved by the City Council pursuant to Government Code Sections 65864-65869.5. Prior to the CPC taking action to approve or disapprove the required approvals within their jurisdiction, the CPC must, based on their independent judgment and after consideration of the whole of the administrative record, assess and certify the Project's EIR. In addition, pursuant to CEQA Section 15090 and PRC Section 21151, prior to approving a project, the Lead Agency shall certify the EIR. If a nonelected decision-making body of a local lead agency certifies an environmental impact report, that certification may be appealed to the agency's elected decision-making body. As the certification of the EIR in conjunction with the VTTM has been appealed, the City Planning Commission is responsible for certifying the EIR. Therefore, the Appellant is incorrect in their assertion that the City Council is the only decision-making authority able to certify the EIR, and the appeal point should be denied.

Appeal Statement 3-2

2. The Determination Was Unlawful.

Assuming that the Advisory Agency acted within its authority to consider the FEIR, and that therefore the determination is subject to appeal, the Advisory Agency erred and abused its discretion. In addition to all objections previously submitted to the City on all grounds submitted to the City by this firm and others in opposition to the EIR for this project, the deficiencies include the following:

Appeal Statement 3-2a

(1) The hearing violated due process rights.

Staff Response 3-2a

The Appellant asserts that the public hearing conducted on August 26, 2020 violated due process rights but does not specify as to how or what such alleged violations occurred; as such, this conclusion is without any evidence. As explained above in Staff Response 3-1a, the City complied with all applicable laws, including CEQA, in conducting the Deputy Advisory Agency/Hearing Officer joint public hearing and the appeal point should be denied.

Appeal Statement 3-2b

- (2) The development is not consistent with General Plan policies.*
- (3) The development is not physically suitable for the site.*
- (4) The development is likely to cause substantial health problems.*

Staff Response 3-2b

The Appellant asserts, without any supporting information, that the Project is not consistent with General Plan policies, that the Project is not physically suitable for the Project Site, and that the Project is likely to cause substantial health problems. The Appellant is referred to pages 145 through 152 of the VTT LOD which substantiates how the proposed map is consistent with the

applicable general plan and specific plans, how the design and improvement of the proposed subdivision are consistent with applicable general and specific plans, how the site is physically suitable for the proposed of the site and the design of the subdivision and proposed improvements are not likely to cause serious public health problems. As no new information has been provided to support the claim that the City's findings are not adequate, there is no substantial evidence to demonstrate that the Advisory Agency erred in making these findings and the appeal point should be denied.

Appeal Statement 3-2c

(5) The merged right-of-way does not comply with City standards.

Staff Response 3-2c

The Appellant asserts that the Project's requested mergers of the public right-of-way as part of the VTTM do not comply with City standards, without specifying as to how they do not comply. The approval of any requested mergers and easements as part of a VTTM are within the authority of BOE, who reviewed and determined whether such requests were consistent with City standards through their recommendations in an Inter-departmental Memo to the Department of City Planning, dated August 5, 2020, and which were incorporated as Conditions of Approval and the appeal point should be denied.

Appeal Statement 3-2d

(6) The development conflicts with California Redevelopment Law.

Staff Response 3-2d

The Appellant asserts that the Project conflicts with California Redevelopment Law, without providing any supporting information. The Appellant provided a comment letter on the Draft EIR, which contained comments pertaining to the Hollywood Redevelopment Plan under Comment Nos. 8I-29 through 8I-34, which are fully addressed on pages 2-936 through 2-953 in Chapter 2, *Responses to Comments*, of the Final EIR, and which demonstrate that the development does not conflict with California Redevelopment Law. As no new information has been provided to explain how the City's response was not adequate, there is no substantial evidence to support the claim that the development conflicts with California Redevelopment Law, and the appeal point should be denied.

Appeal Statement 3-2e

(7) The Determination improperly pre-commits the City to Project approval.

Staff Response 3-2e

The Appellant asserts that the Advisory Agency's determination in approving the VTTM pre-commits the City to approving the Project. However, as is evidenced by Condition of Approval No. 31, which states, "In the event that CPC-2018-21414-DB-CU-MCUP-SPR is not approved, the subdivider shall submit a tract modification the approval of the VTTM", the VTTM approval is contingent upon the approval of the related CPC entitlements. Accordingly, the Advisory Agency's determination does not pre-commit the City to Project approval and the appeal point should be denied.

Appeal Statement 3-2f

(8) The EIR failed to identify an accurate, good faith Project Description.

Staff Response 3-2f

The Appellant asserts that the EIR failed to provide an accurate good faith Project Description, without any supporting information. This assertion is similar to the comment made by the Appellant on the Draft EIR under Comment No. IND 8I-17 in the Final EIR, and was fully addressed in Responses to Comment No. IND8I-17 on pages 2-912 through 2-915 in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrates the adequacy of the Project Description. Then, as now, no new information has been provided to explain how the City's response was not adequate. As such, there is no substantial evidence to support the claim that the Final EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 3-2g

(9) The EIR failed to identify a proper baseline for environmental analysis.

Staff Response 3-2g

The Appellant asserts that the EIR failed to identify a proper baseline for environmental analysis, without providing any supporting information. Nonetheless, the EIR's baseline for environmental analysis was identified at the time the Notice of Preparation of the EIR was issued pursuant to CEQA Guidelines Section 15125 and the appeal point should be denied.

Appeal Statement 3-2h

(10) The EIR failed to properly analyze and disclose impacts or adopt feasible mitigation measures.

Staff Response 3-2h

The Appellant asserts without any supporting information that the EIR failed to properly analyze and disclose impacts or adopt feasible mitigation measures. Impacts were properly analyzed, and mitigation measures were provided to address significant impacts, in Chapter IV, *Environmental Impact Analysis*, of the Draft EIR. More specifically, Chapter IV of the Draft EIR contains the environmental setting, regulatory framework, methodology, thresholds of significance, Project characteristics and/or Project Design Features, Project-specific and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the following environmental issues: (A) Aesthetics; (B) Air Quality; (C) Cultural Resources; (D) Geology and Soils; (E) Greenhouse Gas (GHG) Emissions; (F) Hazards and Hazardous Materials; (G) Hydrology and Water Quality; (H) Land Use and Planning; (I) Noise; (J) Population, Housing, and Employment; (K) Public Services – Fire Protection, Police Protection, Schools, Parks and Recreation, and Libraries; (L) Transportation and Traffic; (M) Tribal Cultural Resources; (N) Utilities and Service Systems – Wastewater, Water Supply and Infrastructure, Solid Waste; and (O) Energy Conservation and Infrastructure and the appeal point should be denied .

Appeal Statement 3-2i

(11) The EIR failed to analyze a reasonable range of alternatives.

Staff Response 3-2i

The Appellant asserts that the EIR failed to provide reasonable range of alternatives, without any supporting information. A similar comment was provided by the Appellant on the Draft EIR under Comment No. IND 81-53 in the Final EIR, and was fully responded to in Responses to Comment No. IND81-53 on pages 2-998 through 2-999 in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrates that a reasonable range of alternatives was analyzed, including Alternative 1: No Project/No Build Alternative; Alternative 2: Development under Existing Zoning Alternative; Alternative 3: Reduced Maximum Height Alternative; Alternative 4: Office, Hotel and Commercial Alternative; Alternative 5: Proposed Community Plan Update Compliant Alternative; Alternative 6: Above-Grade Parking Alternative; Alternative 7: Primarily Office Alternative; and Alternative 8: Office, Residential and Commercial Alternative. Further, no new information has been provided to explain how the City's response was not adequate. Therefore, there is no substantial evidence to support the claim that the Final EIR did not adequately address this issue and the appeal point should be denied.

Appeal Statement 3-2j

(12) The EIR failed to properly respond to comments.

Staff Response 3-2j

The Appellant asserts that the EIR failed to properly respond to comments, without any providing any supporting information to substantiate this claim. As reflected in Chapter 2, *Response to Comments*, of the Final EIR, the City provided written responses to comments received during the noticed comment period for the Draft EIR, as well as one agency letter received after the close of the public comment period. Chapter 2 includes Topical Responses to Comments that provide comprehensive responses to multiple, similar comments raised on key topics during the Draft EIR public review period, as well as responses to individual comments submitted by agencies, organizations, and individuals. Each letter was organized by individual comments, with corresponding responses provided to each individual comment. As required by CEQA Guidelines Section 15088(c), the focus of the responses to comment was on "the disposition of significant environmental issues raised." Therefore, detailed responses were not provided to comments that did not relate to environmental issues. However, in some cases, additional information was been added for reference and clarity. As such, the EIR properly responded to comments received on the Draft EIR and the appeal point should be denied.

Appeal Statement 3-2k

(13) The CEQA findings are not supported by substantial evidence.

Staff Response 3-2k

The Appellant asserts that the CEQA findings are not supported by substantial evidence but does not specify as to how or provide substantial evidence of any deficiencies. The mandate and principles per CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence and in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings provided in the VTTM LOD incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for Alternative 8 as fully set forth therein. Therefore, there is substantial evidence in the record to support the CEQA findings, and the Appellant has not provided any evidence to demonstrated otherwise and the appeal point should be denied.

SEPTEMBER 11, 2020 LETTER

Below is a summary of the contents of the above-referenced letter. Please see Exhibit A-3 for full text, citations and/or footnotes.

Appeal Statement 3-3a

The Appellant claims that the City purposely timed the hearing to preclude any public testimony on the Final EIR, thereby denying the public meaningful opportunity to comment on the application and, in so doing, must reschedule and hold a new Advisory Agency/Hearing Officer public hearing prior to any action on the VTTM and other entitlements, or this matter proceeding to the CPC.

Staff Response 3-3a

Please see Staff Response 2-2h on page A-10 of this Appeal Report regarding opportunities for public comment, and the City's compliance with all applicable regulations pertaining to public hearings and the availability of Final EIRs. Therefore, the appeal point should be denied.

Appeal Statement 3-3b

The Appellant states that Final EIR not being published at the time of the of the August 26, 2020 hearing is a departure from the City's established practice of publishing FEIRs (or Addenda or Errata) in advance of any Advisory Agency hearing, delegated hearing on behalf of the CPC or joint hearing. The Appellant includes a survey of recent EIRs which have published the final EIR prior to the hearing and points out that no other hearings have taken place prior to the publication of the relevant document.

Staff Response 3-3b

Please see Staff Response 2-2h on page A-10 of this Appeal Report regarding the City's compliance with all applicable regulations pertaining to public hearings and the availability of Final EIRs. Therefore, the appeal point should be denied.

Appeal Statement 3-3c

The Appellant argues that a necessary pre-condition to the public's ability to meaningfully participate in a public hearing is the disclosure of relevant information upon which to comment, and that, without access to the Final EIR, the public had no understanding how the City had considered the comment letters submitted on the DEIR. The City must notice a new Advisory Agency/Hearing Officer public hearing for the Project.

Staff Response 3-3c

Please see Staff Response 2-2h on page A-10 of this Appeal Report regarding opportunities for

public comment, and the City's compliance with all applicable regulations pertaining to public hearings and the availability of Final EIRs. In addition, nothing precludes interested parties from submitting written testimony on the FEIR. Further, the Hearing Office also disclosed that the joint public hearing that the City Planning Commission (CPC) meeting would be a public meeting, where the CPC would permit additional public testimony on the related entitlement cases. Therefore, the appeal point should be denied.

Appeal Statement 3-3d

The August 26, 2020 hearing notice included a project description that raised more questions than answers regarding why the notice included both the Project and Alternative 8, why the Project was pursuing a Density Bonus instead of Measure JJJ, and why the Project Description only mentioned Very low Income units, that are fundamental to the Project, such that a proper hearing satisfying due process requirements was not conducted.

Staff Response 3-3d

The Appellant asserts that the Notice of Public Hearing created confusion for the public and did not provide them with sufficient information about the Project to provide applicable comments. However, the Project and Alternative 8 project descriptions and requested entitlements were fully disclosed on the Notice of Public Hearing, which was distributed to every owner and occupant within a 500-foot radius of the Project Site and Interested Parties (which included all commenters on the NOP and the Draft EIR) at least 24 days in advance of the hearing date. In addition, Alternative 8 was introduced and analyzed in the Section V. *Alternatives*, of the Draft EIR. As such, information regarding Alternative 8 had been available to the public since the publication of the Draft EIR on April 16, 2020. Furthermore, updated filing materials and documentation related to Alternative 8 were publicly available in the Project's Administrative Record, including email exchanges which document the change in the entitlement path. The VTTM Staff Report was also made available one week prior to the public hearing, which contained an explanation as to why Alternative 8 was being considered by the City and included information regarding its development details. In addition, the Hearing Officer summarized the project description and entitlement requests for both the Project and the Alternative during the hearing and, finally, the Project Applicant presented a thorough overview of the same. Therefore, information regarding changes to the Project were publicly available and the public hearing did not violate due process requirements and the appeal point should be denied.

Appeal Statement 3-3e

The CPC's ability to delegate its hearing responsibilities pursuant to Charter Section 560 entails that the same information shall be made available to the public during the delegated hearing as would be available to the CPC as the decision- maker or recommending body. In this case, the public had a legally incomplete record upon which to comment, nullifying the purpose of the public hearing to enable the public to comment on all matters which they would have been able to comment on if the CPC itself held the hearing. Because the CPC, as initial decision-maker on the Density Bonus case, would have had a Final EIR before it for consideration, the City improperly delegated the hearing with an insufficient record.

Staff Response 3-3e

The Appellant misstates Charter Section 560, which provides that, "The City Planning Commission and Area Planning Commissions may authorize the Director of Planning or his or her designee to conduct hearings on behalf of the commission. The Director of Planning shall make investigations relative to all matters provided for in Sections 555 and 558 as the City Planning Commission may direct and shall file reports with the City Planning Commission," and does not include any language regarding the information that is required to be available. As such,

there is no substantial evidence to demonstrate that the City improperly delegated the hearing with an insufficient record. Furthermore, the Appellant is referred to Staff Response 3-1a which demonstrates that the City complied with all requirements for the public hearing. Therefore, the appeal point should be denied.

Appeal Statement 3-3f

The hearing officer arbitrarily limited public comments to a maximum of two minutes, which violates due process rights and the obligations of the hearing officer under the City Charter.

Staff Response 3-3f

The Appellant asserts that public comments were unconstitutionally limited, thereby violating due process rights. At the Advisory Agency/Hearing Officer hearing for the Project, which was held on August 26, 2020, permitted two minutes per person to accommodate approximately 100 speakers seeking to provide public testimony. The time limitation was not arbitrary, but dependent on the number of participants in the hearing. It should be noted that the 6220 Yucca Project hearing, which took place one week prior, enforced a time limitation of three minutes per person, when there were only approximately 20 participants. The Hollywood Center Project hearing, in comparison, had over 100 speakers. The meeting began promptly at 9:30 a.m. and ended at 3:30 p.m. The imposition of a time limit for public hearings due to a large turnout is not an uncommon practice and within the discretion of the Deputy Advisory Agency/Hearing Officer. In this instance, the time limit was also intended to ensure that everyone would have an opportunity to speak. Furthermore, the Deputy Advisory Agency stated on the record, during the public hearing, that if any members of the public felt that they had additional testimony to provide outside of the time allotted, or follow up questions or comments following their turn to speak, that they could submit written comments. Further, in response to many individuals who expressed concern regarding a time limit, it was communicated that written comments hold the same weight as oral testimony. Therefore, the City fulfilled its obligation to hold a fair hearing and did not violate due process rights and, therefore, the appeal point should be denied.

SEPTEMBER 18, 2020 LETTER

Below is a summary of the contents of the above-referenced letter. Please see Exhibit A-3 for full text, citations and/or footnotes.

Appeal Statement 3-4

The LOD incorrectly identifies the end of the appeal period as September 23, 2020, thus misinforming the public. Assuming the entire process were even proper, the appeal period would end on September 24, 2020. Individually and collectively, the City's actions amount to actionable due process violations.

Staff Response 3-4

See Staff Response 2-0 on pages A-4 through A-5 of this Appeal Report regarding the calculation of the appeal period. Therefore, the appeal point should be denied.

APPELLANT 4: AMDA COLLEGE OF THE PERFORMING ARTS

Please see Exhibit A-4 for full citations and/or footnotes.

Appeal Statement 4-1

The City continues to disregard the Project's impacts on AMDA.

Appeal Statement 4-1a

The Project would be constructed directly adjacent to AMDA's approximately 2-acre campus in

the heart of Hollywood. Incredulously, the Project's Final EIR ("FEIR") asserts that the Project "would not adversely impact AMDA's Tower Building Campus" and alleges that AMDA has not explained "how the Project's intermittent construction activities would disrupt AMDA's ability to continue providing theater, dance, film and art classes." These statements are false: AMDA has reiterated, time and time again, in both relation to the Hollywood Center Project and its predecessor, the Millennium Hollywood Project, that month after month and year after year of construction noise and vibration will significantly disrupt AMDA in a myriad of ways:

- *It will make it impossible for AMDA to hold music, voice and acting lessons in its campus rehearsal rooms, dance studios, private voice rooms, musical studio spaces, classrooms, and film production rooms;*
- *It will limit the ability of AMDA students to carry out performances at the campus' indoor theaters and outdoor performance space;*
- *It will grossly affect AMDA students living within the campus residential buildings; and*
- *It will likely cause irreparable structural damage to AMDA buildings.*

In certifying the Project's EIR, adopting the Project's Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program, and approving Vesting Tentative Tract Map No. 82152, the City continues to ignore these impacts on AMDA. By wholly disregarding these impacts, the City has taken legally indefensible actions relating to the Project that must be overturned.

Staff Response 4-1a

The Appellant asserts that the Project's noise and vibrations would significantly disrupt AMDA operations in several ways and cause irreparable structural damage to AMDA's buildings. As discussed in Response to Comment No. ORG 44-60, provided on page 2-815 of the Final EIR, construction activities would be intermittent and non-continuous adjacent to the AMDA's Vine Building campus and to the south of the AMDA Tower Building across Yucca Street. Although construction activities would generate significant and unavoidable noise impacts and create an intermittent annoyance, it is not anticipated to bring the AMDA campus to a close because, as discussed on pages IV.I-38 and IV.I-39 of the Draft EIR, Project-related construction noise levels would fluctuate throughout a given workday as construction equipment move from one location to another within the Project's West and East Site and construction noise at the AMDA campus will at times be lower than the noise levels provided in the EIR. In addition, Mitigation measures NOI-MM-1 (Setback Distances and Boundary Noise Curtains), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), and NOI-MM-3 (Construction Liaison) have been incorporated to lessen those impacts (refer to Chapter 4, *Mitigation Monitoring Program*, of the Final EIR). But nonetheless, since noise levels cannot be reduced to below a level of significance at all times of Project construction, impacts would be significant and unavoidable. Moreover, under CEQA it is fundamental that economic or social impacts of a project need not be analyzed, except to the extent they are part of a chain of "cause and effect" leading directly or indirectly to adverse physical changes in the environment. While the EIR determined construction noise would result in significant and unavoidable impacts after implementation of feasible mitigation measures as direct or indirect adverse physical changes in the environment, the Appellant fails to disclose how the Project's noise and vibration impacts would disrupt their operations and would directly or indirectly result in an adverse physical change in the environment.

Regarding irreparable structural damage to AMDA's buildings, as discussed on page 2-745 of Response to Comment No. ORG 44-14 and Topical Response No. 7 – Noise and Vibration, the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual,

which provides technical guidance for conducting noise and vibration environmental analyses, uses a screening distance of 100 feet for highly vibration-sensitive buildings and 50 feet for lesser vibration-sensitive buildings including residential uses. The screening levels recognize that vibrations caused by construction equipment diminish in strength with increasing distance from the construction equipment.¹ The AMDA Tower Building is located approximately 125 feet from the West Site and 295 feet from the East Site construction area, therefore it is outside of the screening distances from the Project Site and no quantified analysis is required for vibration impacts.

Regarding the mis-categorization of AMDA buildings as commercial when they could be residential, comments received from AMDA on the Draft EIR claimed that “AMDA residential uses are located at the northwest corner of Yucca Street and Ivar Avenue, yet this building is described as a commercial use in Figure II-2 of the Draft EIR” (refer to Comment No. ORG 44-12 in the Final EIR). This issue was responded to on page 2-737 in Response to Comment No. ORG 44-12 of the Final EIR and page 2-747 in Response to Comment No. ORG 44-15 of the Final EIR. As discussed therein, according to the Los Angeles County Assessor map, the property on the northwest corner of Yucca Street and Ivar Avenue is identified as commercial with no listed dwelling or bedroom units. While there is no Certificate of Occupancy available for this building, as it was constructed in 1922, a building permit issued by the Los Angeles Department of Building and Safety associated with the building located at 6333 Yucca Street, dated November 1, 1983, identified the use of the building as an Office Building. Per the City’s ZIMAS website, the “use code” provided for the subject building at the northwest corner of Yucca Street and Ivar Avenue is identified as 1700 – Commercial – Office Building – One Story. In addition, the AMDA website, which was accessed during preparation of the Draft EIR and also on September 25, 2020, contains a description of the AMDA facilities for its Los Angeles Campus.² The descriptions of the AMDA facilities for its Los Angeles Campus includes the: AMDA Tower Building; Vine Building; Vine Street Residence Hall; Bungalows Residence Hall; Allview Residence Hall; Franklin Residence Hall; Yucca Street Apartments; Gilbert Residence Hall; Performing Theatres; Rehearsal Space; Film, TV and Editing Facilities; Performing Arts Library; Campus Café, and Campus Piazza. Of the residential facilities described on the website as listed above, none are located on the northwest corner of Yucca Street and Ivar Avenue. The AMDA 2020 Student Handbook for its Los Angeles Campus, also available on the AMDA website and accessed on September 25, 2020, contains a Campus Map on page 2 of the 2020 Student Handbook.³ According to this map, there is no AMDA residential facility located on the northwest corner of Yucca Street and Ivar Avenue. Further, based on publicly available information from the Los Angeles County Assessor map, the City’s ZIMAS website, and Los Angeles Department of Building and Safety records, the AMDA website describing its facilities on its Los Angeles Campus, and the AMDA 2020 Student Handbook for its Los Angeles Campus, there is no AMDA residential facility located on the corner of Yucca Street and Ivar Avenue. Therefore, it is unclear to which facility AMDA refers based on its claim that “AMDA residential uses are located at the northwest corner of Yucca Street and Ivar Avenue,” as no such use appears to exist based on a range of publicly available information as cited above.

Nevertheless, in relation to noise, in response to comments received on the Draft EIR from AMDA

¹ FTA, Transit Noise and Vibration Impact Assessment Manual, 2018, p. 182.

² AMDA, AMDA College of the Performing Arts, Los Angeles, AMDA Facilities, <https://www.amda.edu/campuses/los-angeles>. Accessed September 25, 2020.

³ AMDA, AMDA College of the Performing Arts, Los Angeles, 2020 Student Handbook, <https://storage.amda.edu/media/documents/Student-Handbook-LA.pdf?v=2.4.0.26>. Accessed September 25, 2020.

regarding an alleged residential use for the AMDA Los Angeles Campus at the northwest corner of Yucca Street and Ivar Avenue, if such a use exists contrary to the publicly available information as cited above, page 2-737 in Response to Comment No. ORG 44-12 and page 2-747 in Response to Comment No. ORG 44-15 provides an analysis and acknowledgment of the potential noise impacts at this location. The building at the northwest corner of Yucca Street and Ivar Avenue is approximately 140 feet to the northwest of the Project's West Site. Noise-sensitive receptor locations 1 and 13 are located at similar distances of approximately 170 feet and 140 feet, respectively, from the Project's West Site. Thus, as stated in Response to Comment No. ORG 44-12 and Response to Comment No. ORG 44-15, the northwest corner of Yucca Street and Ivar Avenue is located near the off-site noise-sensitive receptors 1 and 13, as described in Section IV.I, *Noise*, of the Draft EIR, and would result in similar noise levels from the Project as reported for receptors 1 and/or 13. Several mitigation measures were imposed as described on pages 4-15 through 4-17 of Chapter 4, *Mitigation Monitoring Program* of the Final EIR, including the construction of additional temporary sound barriers (NOI-MM-1, Setback Distances and Boundary Noise Curtains), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), NOI-MM-3 (Construction Liaison). Specifically, Mitigation Measure NOI-MM-3 requires a construction liaison to inform the significantly impacted noise-sensitive receptors when peak noise and vibration activities are scheduled to occur. As the Draft EIR determined that AMDA facilities would result in significant and unavoidable construction noise impacts (e.g., AMDA Tower Building, AMDA Vine Building, residential uses to the north and northwest of the AMDA Tower Building), the AMDA Los Angeles Campus would already be notified per Mitigation Measure NOI-MM-3, and as such, the notification required by the mitigation measure would address the alleged residential use at the northwest corner of Yucca Street and Ivar Avenue. The impact determination of significant and unavoidable that would apply at the alleged residential use at the northwest corner of Yucca Street and Ivar Avenue would be consistent with temporary construction impacts already identified for the AMDA Campus, and would be addressed by mitigation that already requires notification of AMDA of pending construction activities.

As presented in Table IV.I-8 and Table IV.I-9 of Section IV.I, *Noise*, of the Draft EIR, the estimated noise levels for receptors 1 and 13 would exceed the significance threshold, and noise impacts from construction would be potentially significant. As stated, even with mitigation measures, impacts would be lessened but would remain significant and unavoidable. Since the use in question is located within the same area as receptors 1 and 13 and that area is already determined to have a significant construction noise impact, no new impact has been identified. Therefore, as the impacts were already identified as significant and unavoidable in the Draft EIR and since the Final EIR explains that the significant and unavoidable impacts would also occur at the AMDA building, Project impacts to the AMDA were properly analyzed and addressed. Further, while the impact is significant and unavoidable, the impact is temporary. As such, the City has adopted a Statement of Overriding Considerations setting forth the specific reasons why the City found that, after having adopted all feasible mitigation measures, rejected as infeasible the alternatives to Alternative 8 discussed above, recognized all significant, unavoidable impacts, and balanced the benefits of Alternative 8 against Alternative 8's significant and unavoidable impacts, each of Alternative 8's benefits rendered outweigh and override the significant unavoidable impacts relating to construction noise, construction vibration and human annoyance. Therefore, the appeal point should be denied.

Appeal Statement 4-2

The City must deny the Tract Map under Government Code Section 66474.61.

Appeal Statement 4-2a

The Project is likely to cause substantial environmental damage, unacknowledged and

undisclosed by the city.

Under Government Code section 66474.61(e), a tentative tract map must be denied where the design of a proposed Project is likely to cause substantial environmental damage. The City's September 14, 2020, Letter of Determination for the Hollywood Center Project Vesting Tentative Tract No. 82152 ("LOD") includes the unsupported finding that "the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat." (LOD, p. 151.) Support cited in the LOD's finding is scant. The finding states only that the "subdivision design and improvements are consistent with the existing urban development of the area" and "there are no native or protected trees located within the Project Site or on the street sidewalk parkway." There is no discussion whatsoever of the Project's noise impacts, including those on the adjacent AMDA campus.

Staff Response 4-2a

The Appellant asserts that the findings relating to "the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat" is insufficient because there is no discussion of the Project's noise impacts, including those on the adjacent AMDA campus. The Appellant is referred to pages 149 through 152 of the LOD which specifically address the required Subdivision Map Act findings, which include justifications beyond the information identified in the appeal.

As noted in the findings, for purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-ways; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the "Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

As noted, and fully supported in the findings, the subdivision design and improvement, such as lot configuration and street improvements, would not cause substantial environmental damage or impact biological resources. While physical construction of the project would result in temporary and significant and unavoidable construction noise impacts, these were adequately analyzed and disclosed in the EIR and CEQA findings. Therefore, the appeal point should be denied.

Appeal Statement 4-3

As detailed in AMDA's June 1, 2020 letter, there are several omissions in the Draft EIR ("DEIR") noise analysis that result in an undercounting and underreporting of the Project's noise impacts on AMDA:

Appeal Statement 4-3a

- *The DEIR fails to identify the AMDA dormitories located at the corner of Yucca Street and Ivar Avenue as a residential noise-sensitive receptor. The FEIR attempts to remedy the fact that these on-campus residences were overlooked by stating that the DEIR already identified significant and unavoidable noise impacts in this general area and therefore, no*

*change to that determination has occurred. **This is not the same as disclosing that AMDA's student housing units will experience significant and unavoidable impacts and it certainly does not alleviate the City's duty to identify mitigation measures to reduce this impact on AMDA student housing.** Such measures could include, but certainly are not limited to, relocating the residences to another location for the duration of construction on the West Site, construction of additional temporary or permanent sound barriers, and additional noise monitoring and/or notification. These measures were provided to the City for consideration, and no response was provided in the FEIR. As such, the Project would result in substantial environmental damage undisclosed and unmitigated by the City, and under Government Code section 66474.61(e), the Tract Map must be denied.*

Staff Response 4-3a

See Staff Response No. 4-1a on pages A-21 through A-23 of this Appeal Report regarding the Appellant's statement that the Draft EIR failed to identify AMDA dormitories as sensitive receptors. Further, and as previously mentioned, several mitigation measures were imposed as described on pages 4-15 through 4-17 of Chapter 4, *Mitigation Monitoring Program* of the Final EIR, including the construction of additional temporary sound barriers (NOI-MM-1, Setback Distances and Boundary Noise Curtains), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), NOI-MM-3 (Construction Liaison). Therefore, the appeal point should be denied.

Appeal Statement 4-3b

- *The DEIR fails to correctly categorize both the AMDA Vine Building and the AMDA Tower Building as unreinforced, non-ductile, concrete buildings. By doing so, the DEIR failed to apply the correct threshold of significance for building damage, and greatly minimized the level of significance of construction vibration impacts and the likelihood that AMDA's buildings will be severely damaged by the Project. The FEIR attempts to remedy this factual and analytical error by stating that "this change does not affect the calculations provided in the vibration analysis for the DEIR and would result in the same vibration level disclosed in the DEIR and the same impact determination as provided in the DEIR." **But this is not so. The fact is that the DEIR discloses only that AMDA Vine Building vibration will occur at less than seven times the acceptable level, when in actuality, the AMDA Vine Building will experience vibration levels more than eleven times the acceptable level—this is a substantially more severe impact.** Where new information is added that shows a substantially more severe impact than was disclosed in a circulated DEIR, recirculation is required. The City failed to do so, and instead continues to downplay the substantial environmental damage that will be caused by this Project. Again, under Government Code section 66474.61(e), the Tract Map must be denied.*

Staff Response 4-3b

The Appellant states the Draft EIR failed to correctly categorize both the AMDA Vine Building and the AMDA Tower Building as unreinforced, non-ductile, concrete buildings. Table 2-2, *Vibration Receptors*, in Chapter 2, *Responses to Comments*, of the Final EIR, correctly re-classified the AMDA buildings as Category II [Category II: Engineered concrete and masonry (no plaster)], which are unreinforced concrete buildings. Regarding the AMDA Vine Building, as stated in Table IV.I-17 of the Draft EIR, the estimated vibration velocity levels from all construction equipment would exceed the Category I threshold of 0.5 inch/second PPV at the AMDA Vine Building. As per the information supplied in the comments regarding the structural characteristics of the AMDA Vine Building, the AMDA Vine Building has been changed from FTA Category I to a Category II for the structural damage analysis with a significance threshold of 0.3 inch/second PPV. As

discussed on page IV.I-15 of the Draft EIR, the AMDA Tower Building is located on the northwest corner of Yucca Street and Vine Street and approximately 125 feet from the West Site and 295 feet from the East Site construction area. This distance is outside of the vibration screening distance and need not be analyzed quantitatively for vibration since vibration levels attenuate rapidly with increasing distance from the vibration source. The revision is provided in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, in the Final EIR. However, while the threshold would change, this would not change the vibration levels as disclosed in the Draft EIR and the Final EIR concluded the same impact determination as provided in the Draft EIR due to the comparable distance from the Project Site as sensitive receptors 1 and 13. With the implementation of the updated Mitigation Measure NOI-MM-4, as shown on pages 2-117 through page 2-119 of the Final EIR, which requires the Applicant to perform structural vibration monitoring during Project construction, this potential vibration impact would be mitigated to an acceptable level and below the 0.3 inch/second PPV threshold. Therefore, construction vibration impacts to the AMDA buildings would be less than significant with mitigation. In addition, the Appellant has failed to provide evidence to demonstrate that the vibration levels will be 11 times more than the acceptable level, whereas the conclusions provided in the EIR are based on substantial evidence such as well-documented studies and technical analyses, to support the finding that the Project would not cause environmental damage. Therefore, the appeal point should be denied.

Appeal Statement 4-3c

- *The DEIR fails to identify or describe the location of onsite construction staging, vehicle waiting, and equipment warm up areas. The location of these areas will substantially change the amount of impact felt on the AMDA campus. The past iteration of this Project, the Millennium Hollywood Project, proposed construction staging and waiting directly adjacent to both AMDA buildings. Given that the Hollywood Center Project is completely silent on its plans for construction staging, there is no reason to think that the same will not occur. The FEIR attempts to address this issue with the extraordinarily vague statement that “all construction staging activities would be located within the West and/or East sites.” Yet, no actual location is provided, and no analysis of the potential for construction staging to result in substantial environmental damage has been done. As such, under Government Code section 66474.61(e), the Tract Map must be denied.*

Staff Response 4-3c

The Appellant asserts that both the Draft EIR and Final EIR fail to identify or describe the location of on-site construction staging, vehicle waiting, and equipment warm up areas. This comment was provided by the Appellant in Comment No. ORG 44-15 in the Final EIR and has been fully addressed in Responses to Comment No. ORG 44-15 on pages 2-748 and 2-749, and Topical Response No. 7 – Noise and Vibration, page 2-102 in Chapter 2, *Responses to Comments*, of the Final EIR, which identifies construction staging on both Sites and considers a conservative worst-case scenario for construction noise locations or impacts. Further, no new information has been provided to explain how the City’s response was not adequate. Therefore, the appeal point should be denied.

Appeal Statement 4-3d

- *The DEIR just wholly fails to disclose the actual, maximum noise levels that will be experienced at the AMDA campus. It does this applying a methodology that only considers average construction noise levels. Notably, the DEIR finds that even just **the average noise levels** to be experienced at AMDA are 100 Leq, which is louder than a gas lawn mower operating three feet away, louder than the inside of a New York subway train, and nearly as loud as a low jet flyover. If this is the average, we can only imagine what the*

maximum noise levels will be—and again, we must imagine, because the City has failed to disclose this to the public. This constitutes substantial environmental damage and under Government Code section 66474.61(e), the Tract Map must be denied.

Staff Response 4-3d

The Appellant asserts that the Draft EIR fails to disclose the actual, maximum construction noise levels. This comment was provided by the Appellant in Comment No. ORG 44-17 in the Final EIR and has been fully addressed in Responses to Comments Nos. ORG 44-17 on pages 2-751 and 2-752, and Topical Response No. 7 – Noise and Vibration, page 2-101 in Chapter 2, *Responses to Comments*, of the Final EIR, which explains that instantaneous noise levels experienced during a given period of time is not appropriate since it assumes construction equipment is operating at full power for the entire construction period, which is not consistent with United States Environmental Protection Agency (USEPA) research assumes a majority of the noise cycle is at a lower engine power; and according to the USEPA, the typical operating cycles of construction equipment includes one or two minutes of full-power (and therefore full power noise levels) followed by three or four minutes at lower power, thus fluctuating engine power levels combined with the fact that construction equipment would be mobile throughout the Project Site, the average (L_{eq}) noise level of construction equipment is the appropriate metric to use for construction noise analyses. Therefore, the EIR does not fail to disclose actual construction noise levels experienced by AMDA. Further, no new information has been provided to explain how the City's response was not adequate and the appeal point should be denied.

Appeal Statement 4-4

The Project is likely to cause serious public health problems.

Appeal Statement 4-4a

Under Government Code section 66474.61(f), a tentative tract map must be denied where the project is likely to cause serious public health problems. The LOD purports to find that the Tract Map design is not likely to cause serious public health problems, but then ignores any evidence relating to the Project's noise and pedestrian safety impacts.

Research shows that loud sound can cause a significant impact on human health. As detailed above, there are several omissions in the EIR's noise analysis that result in an undercounting and underreporting of the Project's noise impacts on AMDA students, faculty, on-campus residents, and campus visitors. In addition, AMDA students and faculty constitute a significant portion of the pedestrians crossing Yucca Street at Vine Street, and also use the surrounding sidewalks to travel the neighborhood, including to the nearest Metro station. Thus, AMDA raised several concerns relating to pedestrian safety in its June 1, 2020 comment letter. Yet the FEIR did not adequately analyze or disclose (or mitigate) pedestrian hazards caused by the Project's construction. Instead, it impermissibly punts such an analysis to the future, long after the EIR is certified and the Project approved. (See FEIR, p. 2-733 ["Regarding concerns about how pedestrian hazards in the area would be addressed under the different construction scenarios, these details would be appropriately covered once the specifics of construction activities are developed..."].) Because the Project will result in health impacts related to, at the very least, noise and pedestrian hazards, under Government Code section 66474.61(f), the Tract Map must be denied.

Staff Response 4-4a

Contrary to the assertions by the Appellant the EIR does not undercount or underreport noise impacts. As discussed above in Staff Response 4-1a on pages A-21 through A-23 of this Appeal Report, the EIR's construction noise analysis employs the appropriate methodology and conservatively assesses the Projects impacts on surrounding sensitive receptors. Therefore, the

EIR does not undercount or underreport noise impacts and, as stated on page IV.I-76 of Section IV.I, *Noise*, of the Draft EIR, “exposure to fluctuating construction noise levels that would at times be lower than the noise levels shown in the analysis above would not rise to the level that would result in hearing loss, and the significant construction noise increase on a Project-specific basis would not be expected to result in adverse health impacts.”

Further, construction activity is a necessary component of any new development project. The comment includes a portion of the response provided on page 2-733 of the Final EIR which addresses construction impacts, but omits the text following the quoted text, which is stated below in full for context:

“Regarding concerns about how pedestrian hazards in the area would be addressed under the different construction scenarios, these details would be appropriately covered once the specifics of construction activities are developed prior to issuance of a building permit. In addition, as analyzed in the Section IV.L, Transportation, of the Draft EIR, the safety of pedestrians in the area under either construction scenario would be ensured through the implementation of a Construction Management Plan (CMP), as presented on page IV.L-28 of the Draft EIR. As stated therein, the CMP would be subject to City review and approval and would formalize how construction will be carried out and identify specific actions required to reduce effects on the surrounding community. The CMP would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site.”

In addition, Topical Response No. 2 – Transportation and Traffic, in the Final EIR addresses construction traffic related impacts. As discussed therein, the City’s TAG requires an assessment of “non-CEQA” transportation issues, which includes construction traffic. The analysis of construction traffic as a “non-CEQA” issue is included in the Transportation Assessment to comply with LADOT regulatory requirements. For reference, the construction traffic analysis in the TA evaluated three categories per the TAG in regard to in-street construction impacts: temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. See pages 101 to 108 of the TA, provided in Appendix N-1 of the Draft EIR, which provides a construction traffic analysis of these issues and which is provided in the Draft EIR for informational purposes.

With regard to pedestrian safety during construction, as with other sizable development projects in the City, the Project would be required to prepare a Construction Traffic Management Plan, which is identified as Project Design Feature TRAF-PDF-2 in the Draft EIR, discussed on pages 2-38 through 2-40 in Topical Response No. 2 of Chapter 2, *Response to Comments*, of the Final EIR. The Construction Traffic Management Plan would ensure adequate and safe pedestrian access for all pedestrians, including AMDA pedestrians, near the construction site under any construction scenario. Further, standard construction practices to be included as part of the Construction Traffic Management Plan would include measures such as the use of signage and/or flag men to provide clear direction to all pedestrians to safely route them around active construction areas. As Project construction would be required to implement pedestrian safety measures included in a Construction Traffic Management Plan, which would maintain safe pedestrian access around the Project Site during construction under any construction scenario, no significant pedestrian safety hazards would occur. The Construction Traffic Management Plan would be developed at the time of construction to account for updated conditions in the area, consideration of road conditions, improvements, and any other construction or infrastructure work that may be occurring at the time of building permit. Therefore, the appeal point should be denied.

SUPPLEMENTAL APPEAL OF EIR CERTIFICATION AND CEQA DETERMINATIONS

Please see Exhibit A-4 for full duplicate text, citations and/or footnotes.

Appeal Statement 4-5

The City continues to disregard the Project's impacts on AMDA.

This Appeal Point is a duplicate of Appeal Statements 4-1 and 4-1a on pages A-20 through A-21 of this Appeal Response.

Staff Response 4-5

Please refer to Staff Responses 4-1 and 4-1a on pages A-21 through A-23 of this Appeal Response.

Appeal Statement 4-6

AMDA provided the City with a detailed CEQA comment letter identifying the myriad deficiencies in the Draft EIR; yet the city has made no meaningful revisions to the flawed analysis.

AMDA's June 1, 2020 letter speaks for itself, remains a valid accounting of the Draft EIR's shortcomings, and is incorporated herein by reference. However, the following are just some of the ways in which the Draft and Final EIRs fail to comply with CEQA's mandates: [...]

Appeal Statement 4-6a

The four bullet points which follow are duplicates of Appeal Statements 4-3a through 4-3d, with the exception to specific references to the denial of the VTTM.

Staff Response 4-6, 4-6a

Please refer to Staff Responses 4-3a through 4-4d on pages A-25 through A-27 of this Appeal Response. For the City's full response to AMDA's comment letter on the Draft EIR, dated June 1, 2020, please refer to pages 2-718 through 2-820 of Response to Comment No. ORG 44 in Chapter 2, *Responses to Comments*, of the Final EIR.

Appeal Statement 4-6b

- *The Draft EIR contains a flawed, incomplete, and legally indefensible Project Description that describes eight different potential projects with varying construction schedules, land use mixtures, building footprints, and open space configurations. Doing so impairs the public's right and ability to participate in the public review process, hides the project's true impacts and omits key details necessary for a full assessment of potentially significant impacts. The Final EIR responds that CEQA case law "allows a Draft EIR to consider multiple design options so long as the project description is definitive and the environmental analysis includes a discussion of all the impacts of both options to allow the public to be on notice of all potential environmental impacts." This is a misstatement of the law, and even if it were correct, as pointed out in AMDA's June 1, 2020 comment letter, the Draft EIR does not identify all the potential impacts of each of the several possible permutations of the Project.*

Staff Response 4-6b

The Appellant submitted similar comments on the Draft EIR, which are fully addressed on pages 2-726 to 2-734 in Responses to Comments Nos. ORG 44-9 through ORG 44-11 in Chapter 2, *Responses to Comments*, of the Final EIR. As discussed therein, the Draft EIR's Project Description is accurate, stable, and finite, and presents the information required by CEQA to

provide a meaningful basis for environmental review, consistent with applicable case law. Furthermore, where appropriate and necessary, the Draft EIR's analyses of impacts evaluated worse-case scenarios under the Project to fully disclose the potential applicable CEQA impacts. Lastly, the appeal asserts that the Final EIR's citation and reference to *South of Market Community Action Network v City & County of San Francisco* (2019) 33 Cal.App.5th 321 is a misstatement of law, but not does not provide any justification to support this claim. As no new information has been provided to further substantiate how the Draft EIR was inadequate, this appeal point should be denied.

Appeal Statement 4-6c

- *The Draft EIR fails to accurately disclose air quality and health risks to sensitive receptors, including AMDA. As noted above, the Draft EIR fails to account for all AMDA on-campus housing and the Final EIR does not explain how this new information affects the air quality analysis significance determinations.*

Staff Response 4-6c

The Appellant submitted similar comments on the Draft EIR, which are fully addressed on page on 2-738 of Response to Comment No. ORG 44-12 (Item No. 4) of Chapter 2, *Responses to Comments*, of the Final EIR, as well as in Response 4-1a on pages A-21 through A-23 of this Appeal Report. Even if residential uses are located at the corner of Yucca Street and Ivar Avenue, localized air quality impacts were analyzed for the closest air quality sensitive receptors, which are directly adjacent to the Project Site. The use at the corner of Yucca Street and Ivar Avenue is located across the intersection of Yucca Street and Ivar Avenue from the Project's West Site, which provides a buffer distance of approximately 140 feet, and is farther away than a directly adjacent air quality-sensitive receptor. As such, air quality-sensitive uses located at greater distances from the Project Site than the specifically listed locations would experience lower air pollutant impacts from potential sources of pollutants from the Project Site due to atmospheric dispersion effects, as stated on page IV.B-31 in Section IV.B *Air Quality*, of the Draft EIR, and, consequently, localized air quality impacts at the use at the corner of Yucca Street and Ivar Avenue would be less than the localized air quality impacts disclosed at the closer air quality sensitive receptors. As the analysis on page IV.B-65 in Section IV.B *Air Quality*, demonstrated that the maximum localized construction and operational emissions under the Project would not exceed the localized thresholds for NO_x, CO, PM₁₀, or PM_{2.5}, construction and operational emissions impacts to sensitive receptors in the immediate vicinity of the Project Site would be less than significant.

Regarding human health risks to sensitive receptors, while not required under CEQA, a quantitative construction health risk assessment (HRA) was prepared for the Draft EIR for informational purposes only and included in Appendix E of the Draft EIR. The HRA included the sensitive receptors identified in Figure IV.B-2 on page IV.B-30 in Section IV.B *Air Quality*, of the Draft EIR nearest to the Project Site, which includes the AMDA Vine Building and the AMDA Tower Building, along with residences located immediately adjacent to the East Site. The findings showed that the Project would result in a cancer risk below 10 in one million for the maximum impacted air quality sensitive receptors with implementation of feasible mitigation measures, including for the AMDA receptor. As stated above, even if the residential uses are located at the corner of Yucca Street and Ivar Avenue, the health risks were analyzed for the closest air quality sensitive receptors. Additionally, dormitories would have an even lower risk level than residences, as residences are evaluated over a lifetime exposure (i.e., 70 years) whereas dormitories would have a much lower lifetime exposure since students do not live in dormitories for such extended periods of time (usually only a couple of years, not a lifetime or 70 years as in a residence). The calculation details of the HRA are provided in Section 4 of Appendix E-1 of the Draft EIR. As

discussed on pages IV.B-71 and IV.B-72 in Section IV.B *Air Quality*, of the Draft EIR, Project operations would comply with applicable SCAQMD rules that are specifically developed to minimize and control toxic air contaminant (TAC) emissions, such as Rule 1138 for restaurant charbroiling and Rule 1470 for emergency generators. Furthermore, the Project does not include the installation of industrial-sized stationary sources of TAC emissions; therefore, potential long-term operational impacts associated with the release of TACs would be minimal, regulated, and controlled, and would not exceed the SCAQMD thresholds of significance. Therefore, the Draft EIR adequately disclosed air quality and health risks to sensitive receptors, and this appeal point should be denied.

Appeal Point 4-6d

- *The Draft EIR fails to explain how Mitigation Measures CUL-MM-2 and NOI-MM-4 will actually reduce vibration impacts to the historic Capitol Records Building, Pantages Theatre, Avalon Hollywood and the Art Deco Building (6316-6324 Yucca Street) or how Mitigation Measure CUL-MM-1 will actually reduce construction impacts to the historic Hollywood Walk of Fame. The Final EIR's assertions that because it "conservatively" determined that impacts to off-site historic resources will be significant and unavoidable it need not provide further detail on the effectiveness of Mitigation Measures CUL-MM-2 and NOI-MM-4 are inconsistent with CEQA case law, which requires that reductions from mitigation be meaningfully described, even when impacts cannot be reduced to a less than significant level. Similarly, the Final EIR's assertions that Mitigation Measure CUL-MM-1's inclusion in the Mitigation Monitoring Program somehow makes a legally deficient measure sufficient are also unsupportable.*

Staff Response 4-6d

A detailed discussion of the effectiveness of Mitigation Measures NOI-MM-4 and CUL-MM-1 is provided in Topical Response No. 6, Historical Resources, on pages 2-89 to 2-94 of Chapter 2, *Responses to Comments*, of the Final EIR.

Mitigation Measure NOI-MM-4, provided on pages 4-17 and 4-19 in Chapter 4, *Mitigation Monitoring Program*, of the Final EIR lists six requirements that would help reduce potential vibration impacts and prevent structural damage, which include: structural vibration monitoring occurring during Project construction; prior to the start of construction, conducting investigations of the proximate historical buildings to document the physical condition of the building's readily visible features; requiring the Applicant to prepare and implement a vibration monitoring program during site demolition and grading/excavation; placing vibration monitoring systems at receptor building façades (with the permission of building owners) to measure and document vibration velocities during construction activity; and pre-setting vibration monitoring systems to send warnings prior to the vibration threshold being reached. Mitigation Measure NOI-MM-4 also lays out the steps to be taken should the warning and/or regulatory vibration thresholds be reached. Steps include making feasible adjustments to construction activities in the vicinity of the receptor, such as staggering concurrent vibration-generating construction activities. Should Project construction result in damage to the proximate historical buildings despite these preventative measures, Mitigation Measure NOI-MM-4 requires that repairs to historic materials be conducted pursuant to the Secretary of the Interior's standards. In response to the concerns raised in comments on the Draft EIR, Mitigation Measure NOI-MM-4 was also further clarified to describe how the mitigation measures would be implemented, as detailed in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR.

Mitigation Measure CUL-MM-2, provided on pages IV.C-81 and IV.C-82 in Section IV.C, *Cultural Resources*, of the Draft EIR, requires that: excavation and shoring plans shall be prepared by a

California Registered Civil Engineer experienced in the design and construction of shoring systems and hired under the excavation subcontractor and that the shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer, with all subject to LADBS review and approval during the Grading Permit application submission stage; plans and specifications shall be prepared in light of protecting adjacent historic resources, and that the final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to LADBS for review and approval during the Grading Permit application submission; and the general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare an Adjacent Structures Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of adjacent historic resources from damage due to settlement during construction and excavation. The Adjacent Structures Construction Monitoring Plan is required to include, among other requirements, that a California Professional Land Surveyor establish survey monuments and document and record through any necessary means, including video, photography, survey, etc., the initial positions of adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. to form a baseline for determining settlement or deformation. Additionally, CUL-MM-2 requires that foundation systems be designed in accordance with all applicable loading requirements, including seismic, wind, settlement, and hydrostatic loads, as determined by the California Building Code and in accordance with the recommendations provided by the Project Geotechnical Engineer. Based on these and other requirements provided in Mitigation Measure CUL-MM-2, there are adequate provisions to ensure construction is carried out in a manner that will reduce potential impacts due to vibration and settlement to a less-than-significant level, assuming that consent of adjacent property owners is provided. The procedures and requirements in Mitigation Measure CUL-MM-2 are not uncommon for high-rise development in dense urban areas of the City and represent feasible engineering practices. In addition to Mitigation Measure CUL-MM-2, as stated on page IV.I-78, in Section IV.I, *Noise*, of the Draft EIR, the Project would also be subject to LAMC Section 91.3307.1 (Protection of Adjoining Property), which states adjoining public and private property would be protected from damage during construction, remodeling, and demolition work with such provisions implemented by contractor engineers, architects, and other contractor personnel via compliance with applicable regulatory standards

The intent of the Mitigation Measures is to ensure that the potential for damage is reduced through a vibration monitoring system and that any potential damage to features of nearby historic buildings would be subject to the provisions involving a preservation consultant and compliance with the Secretary of the Interior's standards. Therefore, Mitigation Measure NOI-MM-4 and CUL-MM-2 sufficiently reduce the potential impacts caused by Project construction vibration.

Regarding Mitigation Measure CUL-MM-1, as explained under the heading Level of Significance After Mitigation, on page IV.C-83, in Section IV.C, *Cultural Resources*, of the Draft EIR, potentially significant direct and indirect impacts to the Hollywood Walk of Fame during construction would be reduced through requirements for the removal, storage, reinstallation and restoration of portions of the Hollywood Walk of Fame. The Draft EIR also made it clear that Project construction activities would be subject to compliance with the Hollywood Walk of Fame Terrazzo Pavement Installation and Repair Guidelines, as stated on pages IV.C-54 and IV.C-55 in Section IV.C, *Cultural Resources*, of the Draft EIR. Furthermore, the Draft EIR explains on page IV.C-54 in Section IV.C, *Cultural Resources*, and in Chapter II, *Project Description*, of the Draft EIR, that the Project would enhance the Hollywood Walk of Fame along Vine Street with adjacent Project landscaping, streetlights, paving, and provision of a paseo and plaza near the northern terminus

of the Hollywood Walk of Fame; and would eliminate driveway access from Vine Street, including the removal of five existing curb cuts, thereby increasing public access to the resource and helping restore continuity to the Hollywood Walk of Fame while reducing vehicle/pedestrian conflicts.

Finally, the Appellant does not provide any substantial evidence or details supporting their claim that these mitigation measures are deficient. The EIR adequately explains how Mitigation Measures CUL-MM-2 and NOI-MM-4 actually reduce vibration impacts to the historic Capitol Records Building, Pantages Theatre, Avalon Hollywood and the Art Deco Building (6316-6324 Yucca Street) and how Mitigation Measure CUL-MM-1 would reduce construction impacts to the historic Hollywood Walk of Fame, and this appeal point should be denied.

Appeal Statement 4-6e

- *The Draft EIR relies on offsets to reduce its greenhouse gas emissions impacts, but provides no enforceable, meaningful commitment to purchase offsets. The Final EIR's vague citation to the Project's Environmental Leadership Development Program ("ELDP") Application for "a discussion of potentially utilizing GHG offsets or credits to further reduce GHG emissions" does not remedy this deficiency. The Final EIR does not explain how statements made in the ELDP Application "are binding and enforceable." Relatedly, the Final EIR states, without any enforcement mechanism cited, that if the Project purchases offset credits "only CARB Registry Offset Credits would be purchased." Finally, the Final EIR's statement that "[because] carbon offsets would be purchased through a CARB-approved registry, the Project would follow CARB-approved protocols" wholly ignores the recent California Supreme Court opinion in Golden Door Properties, LLC v. County of San Diego (2020) 50 Cal.App. 5th 467, which acknowledges that not all CARB-approved registries are equal in quality of offsets.*

Staff Response 4-6e

A similar comment was provided on the Draft EIR and addressed on pages 2-982 through 2-985 of the Response to Comment No. IND 81-46 in Chapter 2, *Responses to Comments*, of the Final EIR, which explains that the Draft EIR provided a comprehensive description of how the Project would incorporate GHG emission offsets as necessary to achieve a net zero increase in site GHG emissions, relative to the baseline annual GHG emissions, for the estimated Project lifetime. While CEQA does not require achieving net zero emissions, the Project would need to provide GHG reductions based on the Project's total annual GHG emissions in order to meet the requirements of the Jobs and Economic Improvement through Environmental Leadership Act (also known as AB 900 or ELDP) of no net additional GHG emissions. Further, the net zero emissions are not a requirement needed to mitigate GHG impacts as the Project's GHG impacts were determined to be less than significant. As further described on pages IV.E-83-84 in Section IV.E, *Greenhouse Gas Emissions*, of the Draft EIR, the Project proposes to achieve a net zero increase in site GHG emissions through Project-based or community-based program measures that would reduce GHG emissions.

The acquisition of carbon credits as part of the Project-based or community-based GHG reduction program would serve to ensure that all projected additional GHG emissions are offset. If acquiring carbon credits, the Applicant or its successor shall enter into one or more contracts to purchase carbon credits from a qualified GHG emissions broker (to be selected from CARB approved registries), which contract, together with any previous contracts for the purchase of carbon credits, shall evidence the purchase of carbon credits in an amount sufficient to achieve a net zero increase in site GHG emissions. CARB made clear in the ELDP certification documents that a reputable carbon market would need to be a CARB approved registry. Consistent with SCAQMD's definition of the "life of the project" for CEQA GHG purposes, provided in SCAQMD's Governing

Board Agenda Item 31, December 5, 2008, the Project would be required to offset emissions over a 30-year lifetime, which SCAQMD recommends should be real, quantifiable, verifiable, and surplus and will be considered in the following prioritized manner: (1) project design feature/on-site reduction measures; (2) off-site within the neighborhood; (3) off-site within the SCAQMD jurisdiction; (4) off-site within the State; (5) off-site out-of-State. The Project would obtain offsets following this prioritization.

Furthermore, as provided Appendix B, Exhibit 3, of the Draft EIR, the Project describes how the GHG offsets would be enforced. The Applicant proposes to meet the requirement set forth in PRC Section 21183(c), which requires that the Project demonstrate that it will not result in net additional emissions of GHG through the implementation of GHG-reducing Project Design Features and/or acquisition of voluntary carbon credits sufficient to offset all projected additional emissions. Detailed GHG emissions calculations demonstrating a net zero increase in GHG emissions are included in Appendix B to the Draft EIR, Exhibit 7.

Lastly, the Governor's certification and related documentation are provided in Appendix B (ELDP Application and Certification) of the Draft EIR and determined that the Project complies with all applicable requirements. Exhibit 8 of Appendix B of the Draft EIR includes the signed Project Applicant's acknowledgement of the ELDP obligations under PRC Section 21183 with the City (Acknowledgment). The Acknowledgment provides that the Project Applicant agrees, amongst other obligations, that all mitigation measures required pursuant to CEQA to certify the Project will be conditions of approval, and those conditions will be fully enforceable by the City, or another agency designated by the City, and those mitigation measures will be monitored and enforced by the City for the life of the obligation. Therefore, this appeal point should be denied.

Appeal Statement 4-8

The City has failed to consider AMDA proposed mitigation measures, despite the fact the measures would reduce significant impacts to AMDA operations.

Appeal Statement 4-8a

The Draft EIR failed to consider and disclose the true magnitude of actual significant impacts that will be felt at AMDA. Worse yet, the City wholly disregarded the mitigation measures that AMDA proposed in its June 1, 2020 letter to reduce these impacts. Where a new mitigation measures is proposed that is feasible, is different from those already evaluated in the Draft EIR, and would lessen the project's significant environmental impacts, the lead agency must either adopt those mitigation measures or recirculate the Draft EIR.

Staff Response 4-8a

The Appellant asserts that the City disregarded the mitigation measures that AMDA proposed in its June 1, 2020 letter to reduce significant impacts to their operation. However, these recommendations were fully considered and evaluated on pages 2-772 to 2-775 of Response to Comment No. ORG 44-34 in Chapter 2, *Responses to Comments*, of the Final EIR. After considering and reviewing the suggested mitigation measures, the Final EIR included revisions to Mitigation Measures NOI-MM-1: (Setback Distances and Boundary Noise Curtains), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), and NOI-MM-4 (Vibration Monitoring), as further detailed in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, and in Chapter 4, *Mitigation Monitoring Program*, of the Final EIR. The discretion is for the Lead Agency, using substantial evidence, to determine whether mitigation measures will reduce impacts to less than significant levels, or whether despite mitigation, impacts would remain significant and unavoidable. Therefore, recirculation of the Draft EIR is not required and this appeal point should be denied.

Appeal Statement 4-8b

As discussed above, the Project would result in significant noise-related impacts on AMDA, including on AMDA on-campus housing which was wholly omitted from the Draft EIR's analysis and impact determination. AMDA's June 1, 2020 comment letter suggested several mitigation measures that would reduce impacts to AMDA's on-campus housing, including relocating the residences to another location for the duration of construction on the West Site, construction of additional temporary or permanent sound barriers, and additional monitoring and/or notification. The Final EIR both failed to adopt these measures, and failed to recirculate the Draft EIR on the same basis, in violation of CEQA.

Staff Response 4-8b

Assuming that residential uses are located on the corner of Yucca Street and Ivar Avenue, the use at the corner of Yucca Street and Ivar Avenue is located near the off-site noise-sensitive receptors 1 and 13, as described in Section IV.I, *Noise*, of the Draft EIR, and would result in similar noise levels from the Project as reported for receptors 1 and/or 13. As stated in Table IV.I-8 and Table IV.I-9 of the Draft EIR, the estimated noise levels for receptors 1 (79.5 dBA L_{eq} vs. 64.9 dBA L_{eq}) and 13 (76.3 dBA L_{eq} vs. 67.7 dBA L_{eq}) would exceed the significance threshold (ambient in L_{eq} plus 5 dBA), and noise impacts at both the West Site and East Site would be potentially significant. However, the corner at Yucca Street and Ivar Avenue has relatively high traffic noise levels (64.3 dBA CNEL to 65.3 dBA CNEL) with daytime peak hour traffic noise levels reaching 76 to 77 dBA L_{eq} (with the assumption that peak hour L_{eq} is generally 12 dBA higher than the 24 hour weighted average CNEL/DNL). With an USEPA suggested exterior-to-interior noise reduction of 24 dBA with windows closed for buildings in warm climate area, Project construction noise would be reduced to 55.5 dBA L_{eq} and 52.3 dBA L_{eq} , which would be compatible to interior noise levels inside residential buildings during the daytime hours. In addition, since the Project does not have nighttime construction activity, it is not warranted that students staying at the AMDA dormitories need to be relocated to a different location during Project construction. In addition, several mitigation measures were already imposed as described on pages 4-15 through 4-17 of Chapter 4, *Mitigation Monitoring Program* of the Final EIR, including the construction of additional temporary sound barriers (NOI-MM-1, Setback Distances and Boundary Noise Curtains and NOI-MM-2, Equipment Noise Shielding, Mufflers, and Stationary Curtains), monitoring and notification (NOI-MM-3, Construction Liaison). Specifically, Mitigation Measure NOI-MM-3 requires a construction liaison to inform the significantly impacted noise-sensitive receptors when peak noise and vibration activities are scheduled to occur. As the Draft EIR determined that AMDA facilities would result in significant and unavoidable construction noise impacts (e.g., AMDA Tower Building, AMDA Vine Building, residential uses to the north and northwest of the AMDA Tower Building), the AMDA Los Angeles Campus would already be notified per Mitigation Measure NOI-MM-3, and as such, the notification required by the mitigation measure would address the alleged residential use at the northwest corner of Yucca Street and Ivar Avenue. Therefore, the appeal point should be denied.

Appeal Statement 4-8c

AMDA also proposed the following measures addressing construction noise and vibration impacts to offsite buildings, which the Final EIR similarly ignored and failed to adopt:

- *Temporarily relocate all AMDA classrooms and dormitories to another location for the duration of Project construction.*
- *Prohibit the use of stationary construction equipment, equipment warm-up areas, construction truck staging, and other noise-generating equipment and activities within a given buffer area adjacent to the site boundary, and identifying specific and limited locations where tower cranes, personnel lifts, construction staging, materials stockpiling,*

etc. may occur.

- *Pause and/or limit construction during peak class hours.*
- *Identify specific construction equipment that may not operate simultaneously.*
- *Prohibit any construction and vehicle staging for the Project on Yucca Street, between Ivar Avenue and Vine Street.*
- *Provide acoustical retrofits of AMDA buildings, such as window replacements and improved installation, to reduce construction noise impacts on residence halls and classrooms.*
- *Provide seismic retrofits of AMDA buildings, to protect against construction vibration, which has the potential to result in the loss of both property and life.*

Each of the above proposed mitigation measures would dramatically reduce significant noise and vibration impacts that are disclosed (and yet, underestimated) in the Draft EIR. By failing to adopt these measures, or, in the alternative, failing to circulate the Draft EIR explaining why these measures will not be adopted, the EIR fails to comply with CEQA.

Staff Response 4-8c

The Appellant provides suggestions regarding mitigation measures that were included in their comment letter on the Draft EIR, which the Final EIR considered and evaluated on pages 2-772 to 2-775 in Response to Comment No. ORG 44-34 in Chapter 2, *Responses to Comments*, of the Final EIR, resulting in revisions to the mitigation measures, where feasible, as discussed and included in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, and in Chapter 4, *Mitigation Monitoring Program*, of the Final EIR, and as described in Staff Response 4-8a on page A-34 of this Appeal Report. Response to Comment No. ORG 44-34 also considered and responded to the infeasibility or unreasonableness of those suggested measures that were ultimately not included in the revised mitigation measures as included. Further, no new information has been provided to demonstrate how these revisions would not be adequate in reducing significant noise and vibrative impacts. Therefore, the EIR adequately analyzed the proposed mitigation measures and the appeal point should be denied.

Appeal Response 4-9

The City has failed to consider AMDA's proposed Project alternative, despite the fact that the alternative would reduce significant impacts to AMDA operations.

Appeal Statement 4-9a

The Draft EIR must consider all reasonable alternatives that effectively reduce the Project's significant impacts, while still meeting most of the Project objectives. As described above and in AMDA's June 1, 2020 comment letter, the Project results in significant and unavoidable construction noise and vibration impacts to AMDA. However, beginning construction on the East Site, and then moving AMDA classrooms into empty retail shell space on the East Site while construction on the West Site commences would reduce these impacts. Neither the Draft nor Final EIR provides any evidence indicating that beginning construction on the East Site is infeasible. Where a feasible project alternative, considerably different from others previously analyzed, would clearly lessen the significant environmental impacts of a project, but the project's proponents decline to adopt it, a Draft EIR must be recirculated. The City's failure to do so results, again, in a legally deficient EIR.

Staff Response 4-9a

The Appellant submitted the same comment on the Draft EIR, as provided in Comment No. ORG 44-63 in the Final EIR, but includes a reference to the Final EIR as not providing any evidence indicating that beginning construction on the East Site is infeasible. As explained in Chapter 3,

Revisions, Clarifications and Corrections to the Draft EIR, of the Final EIR, no substantially different impacts would occur, and no new significant impacts would occur from construction of the East Site first compared to construction of the West Site first. Further, this issue was addressed on pages 2-819 to 2-820 of Response to Comment No. 44-63 in Chapter 2, *Responses to Comments*, of the Final EIR, which explains that the Draft EIR evaluated a reasonable range of Alternatives consistent with the requirements of CEQA. The EIR is not required to analyze every possible alternative to a proposed project but must include a range of reasonable alternatives. Lastly, the alternative proposed by the Appellant is not “considerably different from” the alternatives analyzed in the EIR and would not “clearly lessen the significant environmental impacts of the project.” See CEQA Guidelines Section 15088.5(a)(3). As such, recirculation of the Draft EIR is not warranted. Therefore, this appeal point should be denied.

Appeal Statement 4-10

The findings of fact and Statement of Overriding Considerations are not supported by substantial evidence.

Appeal Statement 4-10a

Given the above deficiencies in the Draft and Final EIRs, as well as each deficiency noted in AMDA’s June 1, 2020 comment letter, the CEQA findings of fact adopted by the Advisory Agency in relation to the Project cannot be found to be supported by substantial evidence.

Staff Response 4-10a

The Appellant refers to issues raised in the appeal and in Appellant’s June 1, 2020 comment letter on the Draft EIR and concludes that the CEQA findings adopted by the Advisory Agency are not supported by substantial evidence. However, the issues raised within the appeal did not raise any additional basis nor provide additional evidence in support of the appeal of the LOD or the certification of the EIR. Therefore, this appeal point should be denied.

APPELLANT 5: NED PAN, INC., OWNER OF THE PANTAGES THEATER AT 6233 HOLLYWOOD BOULEVARD

Please see Exhibit A-5 for full citations and/or footnotes.

Appeal Statement 5-1

As presently proposed and approved by the Advisory Agency, the Project will have significant and unmitigated impacts on the Pantages Theater and its operations, including but not limited to the following:

Appeal Statement 5-1a

- *The Pantages Theater building is potentially susceptible to major physical damage due to vibrations and potential earth movement during construction of the Project. The measures identified in the EIR to mitigate this potential impact are wholly inadequate.*

Staff Response 5-1a

As stated in Responses to Comments Nos. ORG 35-6, ORG 35-7, and ORG 35-30 on pages 2-505 to 2-508 and 2-549 to 2-552, respectively, of Chapter 2, *Responses to Comments*, of the Final EIR, due to potential for building damage to the Pantages Theatre by vibrations and earth movement during construction, Mitigation Measure NOI-MM-4 was proposed to reduce potentially significant impacts regarding structural vibration. Mitigation Measure NOI-MM-4 lists six measures that would reduce potential vibration impacts and prevent potential structural damages. As discussed in Response to Comment No. ORG 35-7 on page 2-507 of the Final EIR, the purpose of the vibration monitoring program in Mitigation Measure NOI-MM-4 is to minimize structural

damage impacts that could result from Project construction by requiring monitoring of the vibration levels during construction; establishing vibration warning levels that, if triggered, would provide real-time notification to the contractor to investigate the construction sources or activities generating vibration affecting the subject building; and provide feasible steps to reduce the vibration level, including, but not limited to, staggering concurrent vibration-generating construction activities and utilizing lower vibratory techniques.

Additionally, as discussed in Response to Comment No. ORG 35-30 on page 2-549 of the Final EIR, the conclusion of “significant and unavoidable” impacts was based on the reason that Mitigation Measure NOI-MM-4 requires the consent of the owner of the Pantages Theatre property. It was not because Mitigation Measure NOI-MM-4 does not have adequate measures to reduce the potential vibration impacts. If the Appellant agrees to coordinate and work with the Project contractors, should damage occur from construction vibration, as documented by the required inspections pursuant to Mitigation Measure NOI-MM-4, the implementation of appropriate repairs would correct the building damage impact. Mitigation Measure NOI-MM-4 was clarified to describe how the mitigation measures would be implemented. Additionally, NOI-MM-4 was further refined to increase the vibration monitoring warning and threshold levels to ensure no potential for increased risk to buildings, as detailed in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, in the Final EIR. Therefore, the mitigation measures identified in the EIR are adequate and the issue of adequate mitigation for potential damage to the Pantages Theatre were fully addressed.

With regard to earth movement, page IV.D-37, in Section IV.D, *Geology and Soils*, of the Draft EIR addressed impacts regarding soil stability during construction of the Project, which concluded that the Project Site is not susceptible to liquefaction, lateral spreading, subsidence, or impacts associated with landslides; and while Project excavation would cause disturbance of existing soils, with regulatory code compliance with applicable provisions of the California Building Code incorporated into the City’s Building Code to minimize the potential for site stability hazards during temporary excavation activities and development of the Project, impacts associated with unstable geologic units or soils on the Project Site as a result of the Project construction would be less than significant. Therefore, the appeal point should be denied.

Appeal Statement 5-1b

- *The Project will adversely affect the ability of the Pantages Theater to operate during construction of the Project due to noise and vibrations that will disrupt performance at the Pantages Theater. The measures identified in the EIR to mitigate this potential impact are wholly inadequate.*

Staff Response 5-1b

Under CEQA it is fundamental that economic or social impacts of a project need not be analyzed, except to the extent they are part of a chain of “cause and effect” leading directly or indirectly to adverse physical changes in the environment. Nevertheless, as noted on page 2-106 in Topical Response No. 7 – Noise and Vibration of Chapter 2, *Responses to Comments*, of the Final EIR, in recognition of the potential for high sensitivity events at the venue, which is similar to a concert hall, the analysis of vibration human annoyance impacts to the Pantages Theatre in Section IV.I, *Noise*, of the Draft EIR, was updated to reflect the use of FTA Category 1 for human annoyance impacts, which provides for the most conservative analysis. The use of FTA Category 1 to evaluate vibration human annoyance impacts for the Pantages Theatre did not change the estimated vibration levels for Project construction or the impact finding of the analysis, which indicates that vibration human annoyance impacts would be potentially significant and unavoidable. While the change in category would increase the increment of the impact over the

threshold standard, the increase would not be substantial in light of the overall sizeable exceedance of the standard with a maximum human annoyance vibration level of 119 VdB at the Pantages Theatre compared to the FTA Category 1 and 2 thresholds of 65 VdB and 72 VdB, respectively. As it relates to this impact, Mitigation Measure NOI-MM-3, Construction Liaison, provided in Section IV.I, *Noise*, of the Draft EIR, was revised to include the following provision, which would help reduce human annoyance impacts on the Pantages Theatre, though impacts would still be potentially significant and unavoidable:

“The construction liaison shall coordinate with the owner/operator of the Pantages Theatre to minimize disruptions to performances during the performance times starting at 8:00 p.m., Tuesday through Saturday, and 2:00 p.m. on Saturday afternoon from Project construction noise and vibration near the Pantages Theatre.”

The refinement to the analysis of vibration human annoyance impacts associated with the Pantages Theatre and the revisions to Mitigation Measure NOI-MM-3, Construction Liaison were incorporated into Chapter 3, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR. The Appellant does not specify how or why this revision to the analysis and the Mitigation Measures are inadequate to address the Appellant’s concerns. Therefore, this appeal point should be denied.

Appeal Statement 5-1c

- *The Project proposes to “merge” (vacate) a portion of the public alley that runs along the north side of the Pantages Theater, and to construct loading facilities for the Project at the western terminus of the alley and along the north side of the alley directly opposite the loading doors for the Pantages Theater building. The Pantages Theater depends on the ability to use this public alley, particularly during load-ins and load-outs of shows. As currently designed, the loading area for the Project would conflict with the Pantages Theater’s operations.*

Staff Response 5-1c

As described above, under CEQA it is fundamental that economic or social impacts of a project need not be analyzed, except to the extent they are part of a chain of “cause and effect” leading directly or indirectly to adverse physical changes in the environment. Nevertheless, as addressed in Response to Comment No. ORG 35-21 on page 2-529 in Chapter 2, *Responses to Comments*, of the Final EIR, the Project would not result in significant impacts under CEQA due to changes in circulation associated with the alley, because, while modified, the Pantages Theatre would continue to have access to the public alley. See also Response to Comment Nos. ORG 35-55 through ORG 35-59 on pages 2-582 through 2-600 of the Final EIR. Therefore, this appeal point should be denied.

Appeal Statement 5-1d

- *As presently designed and approved by the Advisory Agency, all of the subterranean parking spaces proposed for the East Site Project would be accessed by a single driveway on Argyle Avenue within 50 feet of the existing public alley. The Project will add thousands of additional daily trips to the short segment of Argyle Avenue from Hollywood Boulevard to the 101 Freeway, which is already heavily congested during much of the day. The Project will further exacerbate these conditions by installing a full traffic signal and mid-block pedestrian crossing at the poorly-located driveway on Argyle Avenue. The additional traffic on Argyle Avenue and the proposed signalized driveway and pedestrian crossing will significantly and adversely impact the Pantages Theater’s operations.*

Staff Response 5-1d

This issue was addressed on page 2-533 of Response to Comment No. ORG 35-22 in Chapter 2, Responses to Comments, of the Final EIR. While the EIR acknowledges that the Project would add traffic to the local circulation network, including during peak hours of traffic, traditional circulation analysis related to intersection LOS and residential segment analysis no longer serve as the basis for determining significant impacts related to transportation pursuant to CEQA, and are only included in the Transportation Assessment, Appendix N-1 of the Draft EIR for informational purposes, and showed that there are no attributable impacts to intersection operations along this segment. Additionally, because the Project Site is located in a busy area with a substantial amount of multimodal activity, the introduction of the signalized driveway and midblock crosswalk on Argyle Avenue would better organize and accommodate existing and future multimodal activity at this location, including accommodations for pedestrians. Again, the Appellant does not provide any evidence to support their assertions regarding how project traffic, driveway locations, and a pedestrian crossing would adversely affect operations of the theatre and the appeal point should be denied.

Appeal Statement 5-2

The Draft EIR for the Project was issued on April 16, 2020 for a 45-day public comment period ending on June 1, 2020. The City refused to extend the public comment period despite numerous requests for an extension from various interested parties. The City then held a public hearing on the VTTM and related applications for the Project on August 26, 2020, even though the Final EIR had yet to be released to the public (and despite the fact that the hearing notice specifically stated that testimony would be taken on the Final EIR during the public hearing). The Final EIR was subsequently released on September 3, 2020 (8 days after the public hearing). The Final EIR included significant new information, including a substantial amount of new information regarding Project Alternative 8 (including plans and a new traffic assessment). The Advisory Agency then approved the VTTM and certified the EIR just 11 days later on September 14, 2020 – which was the earliest possible date on which the Advisory Agency could lawfully take such action. Moreover, the Advisory Agency approved Alternative 8, which was substantially different from the Project as described in the Draft EIR, based on information that was not contained in the Draft EIR.

Due to (1) the complexity of the Project, (2) the breakneck speed at which the EIR and the Project approvals are being processed by the City, and (3) the sudden and very recent shift from the Project as described in the Draft EIR to Alternative 8, Ned Pan and other interested parties have not had adequate time to fully evaluate the Decision or the information on which it was based. Accordingly, Ned Pan appeals the Decision in its entirety, and reserves the right to supplement the following list of specific points at issue in this appeal:

Staff Response 5-2

With regards to the 45-day public comment period, the Appellant is referred to Topical Response No. 1 – Public Participation and Review, in Chapter 2, Responses to Comments, of the Project's Final EIR, which explains that the City, as the Lead Agency, filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR), and copies of the Draft EIR were provided for distribution by the State Clearinghouse commencing the public review period on April 16, 2020, and ending on June 1, 2020, a period of 47 days, in compliance with the 45 days required pursuant to CEQA Guidelines Section 15086. With regards to the public hearing and the publication of the Final EIR, please refer to Staff Response 3-1a.

With regards to the assertion that the provision of supplemental information for Alternative 8 was significant new information, the Appellant does not provide additional evidence to support this claim. CEQA requires recirculation of a Draft EIR only when "significant new information" is added

to a Draft EIR after public notice of the availability of the Draft EIR has occurred (see PRC Section 21092.1 and CEQA Guidelines Section 15088.5) but before the EIR is certified. Recirculation is generally required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures or alternatives that are not adopted. "Significant new information" may include changes in the project or environmental setting as well as additional data or other information. However, recirculation is not required when the changes merely clarify, amplify, or make insignificant modifications to an adequate EIR.

In response to public comments expressing a desire for additional office space within the Hollywood Community Plan area, the Applicant provided upon Council District 13's request, additional information and supplemental materials for Alternative 8. This information merely clarified and amplified the environmental analysis already provided for Alternative 8 in Section V. Alternatives, of the Draft EIR. As such, the provision of supplemental information for Alternative 8 did not constitute significant new information.

Lastly, with regards to the assertion that the Advisory Agency approved Alternative 8 based on information that was not contained in the Draft EIR, Alternative 8: Office, Residential and Commercial Alternative, was one of eight alternatives studied in the Draft EIR. Pursuant to PRC Sections 21002–21002.1, 21004 and CEQA Guidelines Section 15002(a), a lead agency has the authority to adopt a project alternative rather than the proposed project, particularly if the agency finds that the alternative will be less environmentally damaging than the project as proposed. The Advisory Agency, within its power, approved Alternative 8, as studied in the Draft EIR, and as substantiated in the CEQA findings provided in the LOD. Therefore, the appeal point should be denied.

Appeal Statement 5-3

1. *The EIR is inadequate and does not comply with CEQA in the following respects:*

Appeal Statement 5-3a

- a. *The measures identified in the EIR to mitigate the potential for damage to the Pantages Theater and other historic resources due to vibrations during Project construction are inadequate. These measures rely exclusively on monitoring and an illusory obligation to "repair" any damage that is caused, which will not mitigate the potential impact to a level of insignificance. Measures must be developed to prevent such damage from occurring in the first place, such as requiring that vibration-producing equipment not be used within specified distances from the Pantages Theater. Moreover, the proposed monitoring program is insufficient. When warning levels are reached, construction must cease until the source is identified and addressed.*

Staff Response 5-3a

The sufficiency of the mitigation measure proposed for construction vibration and settlement, which clarified the measures with additional details, including vibration monitoring with warning levels for prevention purposes, is described in detail on pages 2-90 through 2-93 in Topical Response No. 7 – Noise and Vibration, in Chapter 2, *Responses to Comments*, of the Final EIR. As this measure would require constant monitoring, it would be preventative of any damage to the Pantages Theater from Project construction activities. Therefore, no additional mitigation is necessary. However, as measure requires the approval of the Appellant to implement, the EIR appropriately concluded that the impact would be significant and unavoidable. Therefore, the

appeal point should be denied.

Appeal Statement 5-3b

- b. *The EIR's analysis of the Project's potential noise impacts on the Pantages Theater was based on a flawed measurement of ambient noise levels at the rear of the Pantages Theater. As a result of this flawed measurement, the EIR understates and fails to fully mitigate the Project's noise impacts on the Pantages Theater.*

Staff Response 5-3b

This comment was provided by the Appellant in Comment No. ORG 35-17 in the Final EIR and has been fully addressed in Responses to Comment No. ORG 35-17 on pages 2-523 and 2-524, in Chapter 2, *Responses to Comments*, of the Final EIR, which demonstrates why the ambient noise levels were appropriately measured. Further, no new information has been provided to demonstrate how the City's response was not adequate. Therefore, the appeal point should be denied.

Appeal Statement 5-3c

- c. *The EIR fails to adequately evaluate or mitigate the potential for noise and vibrations associated with construction of the Project to cause "annoyance" impacts on the Pantages Theater, which is a critical listening place. Among other things, the EIR improperly dismisses the potential for high, short-term noise levels to disrupt performances at the Pantages Theater. The EIR also improperly relies on a mitigation measure that requires a construction liaison to "coordinate" with the owner/operator of the Pantages Theater to "minimize disruptions" to performances. This measure is impermissibly vague and does not constitute adequate mitigation.*

Staff Response 5-3c

As discussed in Response to Comment No. ORG 35-16 on pages 2-521 to 2-523 of the Final EIR, Response to Comment No. ORG 35-31 on pages 2-554 to 2-555 of the Final EIR, and Topical Response No. 7 – Noise and Vibration, the vibration human annoyance analysis was updated to reflect the most conservative analysis using the most conservative threshold, assuming the Pantages Theatre is a Category 1 use. As described on pages 2-101 to 2-103 in Topical Response No. 7 – Noise and Vibration, of the Final EIR, the EIR properly assesses Project construction noise impacts by employing the appropriate methodology and conservatively assessing impacts on surrounding sensitive receptors. Although construction noise and vibration impacts on the Pantages Theatre would be temporary but remain significant and unavoidable, mitigation requires that a construction liaison coordinate with the Pantages Theatre during show times to ensure that Project construction would not disrupt performances. The measure is not vague and requires coordination during specific time periods that were identified by the Appellant's comment on the Draft EIR, as discussed on page 2-525 in Response to Comment No. ORG 35-18 of the Final EIR. As such, the appeal point should be denied.

Appeal Statement 5-3d

- d. *The EIR fails to adequately address or mitigate the potential for damage to the Pantages Theater due to earth movement during Project construction. Among other things, the EIR fails to identify an adequate program to monitor excavation activities and shoring displacements during construction.*

Staff Response 5-3d

As stated in Staff Response No. 5-1, Mitigation Measure NOI-MM-4 incorporates six measures that would reduce potential vibration impacts and prevent potential structural damages, and was proposed to reduce potentially significant impacts regarding structural vibration as discussed in Response to Comment Nos. ORG 35-6 (page 2-505), ORG 35-7 (page 2-507), and ORG 35-30 (page 2-549) of Chapter 2, *Responses to Comments*, of the Final EIR. The purpose of the vibration monitoring program in Mitigation Measure NOI-MM-4 is to minimize structural damage impacts that could result from Project construction by requiring monitoring of the vibration levels during construction; establishing vibration warning levels that, if triggered, would provide real-time notification to the contractor to investigate the construction sources or activities generating vibration affecting the subject building; and provide feasible steps to reduce the vibration level, including, but not limited to, staggering concurrent vibration-generating construction activities and utilizing lower vibratory techniques.

Additionally, as discussed on page 2-509 in Response to Comment No. ORG 35-8 of the Final EIR, the Project would be subject to LAMC Section 91.3307.1 (Protection of Adjoining Property), which states adjoining public and private property are to be protected from damage, including shoring displacement, during construction, remodeling, and demolition work with such provisions implemented by contractor engineers, architects, and other contractor personnel via compliance with applicable regulatory standards. Additionally, the City would review and approve the shoring system as part of the City's regulatory process for construction, including the permitting and plan check process by the Department of Building and Safety to prevent shoring displacement to adjoining properties.

Finally, Mitigation Measure NOI-MM-1 was updated in the Final EIR to include the specific provisions for equipment setback distances from the Pantages Theatre, as well as additional clarifications regarding performance standards. Mitigation Measure NOI-MM-1, as revised in this Final EIR, includes a 40-foot buffer zone from the property line of off-site historic buildings, such as the Pantages Theatre, which would provide an added safety margin to help protect against potential damage to off-site historic buildings by prohibiting certain construction equipment and activities in close proximity to off-site historic buildings. The incorporation of the 40-foot buffer zone is a feasible measure that goes beyond typical, regulatory, and minimum building standards. The revisions and clarifications to Mitigation Measure NOI-MM-1 are provided in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR. As appropriate mitigation was identified and incorporated into the Mitigation Monitoring Program for Alternative 8, this appeal point should be denied.

Appeal Statement 5-3e

- e. *The EIR fails to adequately address or mitigate the Project's potential to disrupt the baseline conditions of the public alley. Among other things, the EIR fails to evaluate the operational aspects of the Project's two proposed loading areas on the public alley, which as presently designed would directly interfere with the operations of the Pantages Theater, particularly during load-in and load-out of shows. The EIR also fails to address the potential hazards associated with the proposed signalized driveway and mid-block crosswalk on Argyle Avenue.*

Staff Response 5-3e

This issue was addressed in the Final EIR on pages 2-529 to 2-531 in Response to Comment No. ORG 35-21 of the Final EIR, the Project would not result in significant impacts under CEQA due to changes in circulation along Argyle Avenue and those associated with the alley, and would

not directly interfere with the Pantages Theater operations because Project operational modifications and practices are available that would allow for delivery trucks of all sizes to continue loading activities at the Pantages Theatre site. Also, large trucks backing out of the alley does not constitute a significant impact under CEQA since these moves occur during show load-ins/load-outs and, thus, can be managed as part of the overall management of truck movements during load-in/load-out.. Also, see Responses to Comments Nos. ORG 35-55 through 35-59 on pages 2-581 through 2-600 of the Final EIR.

Appeal Statement 5-3f

- f. The Project, together with various related projects, will result in significant cumulative traffic impacts on Argyle Avenue and other streets in the area (and on the operations of the Pantages Theater) that have not been adequately addressed or mitigated. The related projects include, but are not limited to, the following:*
- *The proposed mixed-use development project proposed for 6220-24 W. Yucca Street (Related Project No. 4) (CPC-2014-4705-ZC-HD-DB- MCUP-CU-SPR);*
 - *The proposed Ametron mixed use project proposed for 1546 Argyle Avenue (Related Project No. 14) (CPC-2016-3742-GPA-VZC-HD-DB- MCUP-SPR);*
 - *The proposed M Hotel project at 1718 N. Vine Street (Related Project No. 2) (CPC-2016-2845-VZC-HD-MCUP-ZAA-SPR); and*
 - *The Crescent Heights Palladium Residences project at 6215-21 Sunset Boulevard (Related Project No. 32) (CPC-2014-3808-GPA-ZC-HD-CU- CUB-ZAI-SPR).*

Staff Response 5-3f

A similar comment was provided by Appellant under Comment No. 35-13 and was fully addressed pages 2-533 and 2-534 in Response to Comment No. ORG 35-22 of Chapter 2, *Responses to Comments*, in the Final EIR, which demonstrates that the related projects were considered in the cumulative traffic analysis in the EIR, and therefore the appeal point should be denied.

Appeal Statement 5-3g

- g. The EIR fails to adequately evaluate the feasibility of providing additional driveway access to the proposed East Site subterranean parking structure on either Vine Street or Yucca Street, which would potentially alleviate the Project's traffic impacts on Argyle Avenue.*

Staff Response 5-3g

The Appellant focuses on the need to evaluate additional driveway access on either Vine Street or Yucca Street. This issue was addressed in the Final EIR on pages 2-533 to 2-535 in Response to Comment No. 35-22 and on pages 2-582 through 2-600 in Response to Comment Nos. ORG 35-55 through ORG 35-59 of the Final EIR. As explained therein, the Draft EIR did not find attributable operational traffic impacts on Argyle Avenue; and the Draft EIR provides an extensive discussion of policies that relate to access and circulation in Appendix B of the Traffic Assessment in Appendix N-1 of the Draft EIR. As noted, congestion and level of service impacts on streets are not considered impacts for purposes of CEQA, and therefore the Project is not required to mitigate any potential congestion impacts on Argyle Avenue as part of a Mitigation Monitoring Program. LADOT reviewed the Project's driveway locations and determined that the locations would be acceptable per City standards. Review on the applicable City policies including those contained in the City's Mobility Plan 2035 demonstrates why the Project's proposed access scheme is most consistent with Mobility Plan 2035 and other policies, ordinances, and programs

by encouraging vehicular access from non-arterial streets and avoiding driveway access from frontages that are located on the High Injury Network (HIN) including segments of Yucca Street, Ivar Avenue, and Vine Street (but not Argyle Avenue) as identified in Vision Zero. Therefore, the appeal point should be denied.

Appeal Statement 5-3h

- h. The EIR's conclusions regarding the Project's potential impacts on the environment are not supported by substantial evidence relative to noise and vibrations, historic resources, and traffic.*

Staff Response 5-3h

The EIR contains significant substantial evidence supporting its analysis and conclusions. Regarding noise and vibration impacts, see Section IV.I, *Noise*, of the Draft EIR, with supporting information provided in the Construction Noise and Vibration Study and a Construction Traffic and Operational Noise Study, both included in Appendix K of the Draft EIR. Regarding historic resources, see Section IV.C, *Cultural Resources*, of the Draft EIR with supporting information provided in the Historical Resources Technical Report included in Appendix F of the Draft EIR. Regarding traffic impacts, see Section IV.L, *Transportation*, of the Draft EIR, with supporting information provided in a TA approved by LADOT and included in Appendix N-1 of the Draft EIR. See also Topical Response No. 7 – Noise and Vibration, Topical Response No. 6 – Historic Resources, and Topical Response No. 2 – Transportation and Traffic, in Chapter 2, *Responses to Comments*, of the Final EIR. While Alternative 8 would result in significant impacts that cannot be feasibly mitigated with respect to: (1) cultural resources: Project-level and cumulative structural vibration impacts during construction to off-site historic architectural resources; and (2) noise and vibration: i) construction noise – Project-level and cumulative noise impacts to off-site noise sensitive receptors from on-site construction activities and off-site vehicle and truck travel; and ii) construction vibration – Project-level and cumulative structural vibration impacts to adjacent off-site buildings, and human annoyance vibration impacts to adjacent sensitive receptors, a Statement of Overriding Considerations has been adopted finding that each of Alternative 8's benefits outweigh and override the significant unavoidable impacts relating to cultural resources and construction noise and construction vibration and human annoyance. Furthermore, the Appellant has failed to demonstrate that the EIR lacks substantial evidence in making its conclusions. Therefore, the appeal point should be denied.

Appeal Statement 5-4

- 2. After public notice was given of the availability of the Draft EIR for public comment and prior to certification of the Final EIR by the Advisory Agency, new information was added to the EIR that changed the EIR in a way that deprived the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project (i.e., Alternative 8) or a feasible way to mitigate or avoid such an effect. The new information includes, among other things, a new traffic assessment for Alternative 8 which indicates that Alternative 8 will generate even more traffic than the Project as proposed in the Draft EIR, and new development plans for Alternative 8 that include additional and reconfigured loading areas that would be accessed via the public alley. Consequently, the EIR must be recirculated for public comment pursuant to CEQA Guideline section 15088.5.*

Staff Response 5-4

The Appellant asserts that the supplemental information provided for Alternative 8 constitutes "significant new information" which requires recirculation of the Draft EIR. However, as explained

above, the supplemental information is not considered “significant new information” and recirculation is not required when the new information merely clarify, amplify, or make insignificant modifications to an adequate EIR. While it is correct that the supplemental traffic assessment for Alternative 8 provided that Alternative 8, as compared to the Project, will generate more vehicle miles travelled; similar to the Project, transportation impacts under Alternative 8 would still be below the CEQA impact significance threshold.

Moreover, the new development plans for Alternative 8 that include additional and reconfigured loading areas that would be accessed via the public alley were prepared in response to the Appellant’s comments received on the Draft EIR. However, the reconfigured loading area, which included moving access to the loading area from Argyle Avenue into the alley and consequently making it larger, does not constitute “significant new information” pursuant to PRC Section 21092.1 and CEQA Guidelines 15088.5 and does not preclude the public of meaningful review and comment on the Project and Draft EIR. Therefore, the appeal point should be denied.

Appeal Statement 5-5

- 3. The design of the proposed subdivision and the proposed improvements are likely to cause substantial damage to the historic Pantages Theater and other environmental resources.*

Staff Response 5-5

This appeal asserts that the design of the proposed subdivision and the proposed improvements are likely to cause substantial damage to the Pantages Theater and other environmental resources, without specifying exact how substantial damage to the Pantages Theater and other environmental resources would be caused. Refer to the Draft EIR and Final EIR, which address any potential impact to the Pantages Theater and other environmental resources. Therefore, the appeal point should be denied.

Appeal Statement 5-6

- 4. The traffic assessment of the Project is incomplete and does not comply with the current LADOT Transportation Assessment Guidelines (TAG) for non-CEQA components inasmuch as it fails to include an evaluation of Project Access, Safety and Circulation (e.g., Volume/Capacity and/or queuing analysis) for Alternative 8.*

Staff Response 5-6

The Traffic Assessment for the Project included as part of the Draft EIR correctly included an evaluation of transportation impacts for the Project consistent with LADOT’s TAG, and was reviewed and approved by LADOT on April 10, 2020 for the Original Project, and on August 21, 2020 for Alternative 8. Further, the Final EIR included a supplemental evaluation of Alternative 8’s transportation impacts, which was included as Appendix B-4 of the Final EIR. This supplemental assessment for Alternative 8 not only confirmed the relevant CEQA transportation impact findings for Alternative 8 included in the Chapter V, *Alternatives*, of the Draft EIR, but also included an evaluation of the TAG’s required “non-CEQA” transportation issues for Alternative 8, which include: 1) pedestrian, bicycle, and transit access; 2) project access, safety, and circulation; 3) construction traffic; and 4) residential street cut-through analysis. Therefore, the appeal point should be denied.

Appeal Statement 5-7

The Advisory Agency Erred and Abused its discretion in the following respects:

Appeal Statement 5-7a

1. *The Advisory Agency certified the EIR, which is inadequate and does not comply with CEQA for the reasons stated above.*

Staff Response 5-7a

See Staff Responses 5-1 through 5-6, on pages A-37 through A-46 of this Appeal Report which addresses the reasons the Appellant finds inadequate for the EIR. Furthermore, under none of the above statements does the Appellant provide substantial evidence to demonstrate otherwise. Therefore, the appeal point should be denied.

Appeal Statement 5-7b

2. *The Advisory Agency adopted a mitigation monitoring and reporting program for the Project that fails to include measures that would adequately and feasibly mitigate the Project's potential impacts to a level of insignificance.*

Staff Response 5-7b

Public agencies are required to mitigate or avoid the significant environmental effects of projects they approve whenever it is feasible to do so, pursuant to PRC Section 21002.1(b). To implement this requirement, when approving a project, the lead agency adopts each of the mitigation measures for significant impacts recommended in the EIR unless the agency finds the measure infeasible. Mitigation measures adopted must be enforceable through conditions of approval, contracts, or other legally binding means. PRC Section 21081.6(b); CEQA Guidelines Section 15126.4(a)(2). The EIR contains mitigation measures that would reduce the impacts to the Pantages Theatre. However, since these measures require the cooperation and approval of the Appellant to allow vibration monitoring systems to be placed at the building façade of the Pantages Theatre, which approval cannot be assured at this time, the impacts remain potentially significant and unavoidable. Furthermore, the Appellant has not identified alternative mitigation measures that would otherwise adequately mitigate the Project's potential impacts to a level of insignificance.

Appeal Statement 5-7c

3. *The Advisory Agency adopted a Statement of Overriding Considerations that is not supported by substantial evidence.*

Staff Response 5-7c

The appeal does not specify how the Advisory Agency's adopted Statement of Overriding Considerations in the LOD is not supported by substantial evidence, and as such, does not provide a basis for the appeal. However, based on the analysis for the Original Project provided in Section IV, *Environmental Impact Analysis*, and Chapter V, *Alternatives*, of the Draft EIR, which apply equally to Alternative 8, construction and implementation of Alternative 8 would result in significant impacts that cannot be feasibly mitigated with respect to: (1) cultural resources: Project-level and cumulative structural vibration impacts during construction to off-site historic architectural resources; and (2) noise and vibration: i) construction noise – Project-level and cumulative noise impacts to off-site noise sensitive receptors from on-site construction activities and off-site vehicle and truck travel; and ii) construction vibration – Project-level and cumulative structural vibration impacts to adjacent off-site buildings, and human annoyance vibration impacts to adjacent sensitive receptors. The City recognizes that significant and unavoidable impacts would result from implementation of Alternative 8. Having (i) adopted all feasible mitigation

measures, (ii) rejected as infeasible the alternatives to Alternative 8 discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of Alternative 8 against Alternative 8's significant and unavoidable impacts, the City hereby finds that each of Alternative 8's benefits, outweigh and override the significant unavoidable impacts relating to cultural resources and construction noise and construction vibration and human annoyance. The Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto. Therefore, the Statement of Overriding Considerations is supported on substantial evidence and the appeal point should be denied.

Appeal Statement 5-7d

- 4. The Advisory Agency failed to recirculate the EIR for public comment as required by Section 15088.5 of the CEQA Guidelines.*

Staff Response 5-7d

As explained in Staff Response No. 5-4 above on pages A-45 through A-46 of this Appeal Report, recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5 is not required as there was no "significant new information". Therefore, the appeal point should be denied.

Appeal Statement 5-7e

- 5. The Advisory Agency's finding that the "Design of the Subdivision and the Proposed Improvements are Not Likely to Cause Substantial Environmental Damage" is not supported by substantial evidence.*

Staff Response 5-7e

The appeal does not specify how this finding is not supported by substantial evidence. As previously mentioned, the City relied on the analysis of the EIR to acknowledge the potential environmental effects of the Project, and the Appellant offers no new evidence that demonstrates the Advisory Agency erred in making the appropriate findings. Therefore, the appeal point should be denied.

Appeal Statement 5-7f

- 6. The Advisory Agency failed to make any findings regarding the existing use of the public alley or the potential need for continued public use of the portion of the alley being "merged" (vacated).*

Staff Response 5-7f

The mandated findings provided in the LOD are pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), and the findings consider the totality of the VTTM, including any required dedications and mergers. The Appellant has not identified what additional findings, if any, are required to be made as part of the Project's requested VTTM, which relate to the alley. Furthermore, the alley would continue to be accessible to the Pantages Theatre. Therefore, the appeal point should be denied.

APPELLANT 6: VEDANTA SOCIETY OF SOUTHERN CALIFORNIA ("VSSC")

Please see Exhibit A-6 for full citations and/or footnotes.

Appeal Statement 6-1

VSSC objects that the land use approvals are in error, are not supported by substantial evidence and otherwise fail to comply with the law.

Staff Response 6-1

The Appellant asserts that the land use approvals are in error but does not provide any substantial evidence to support this claim. Therefore, the appeal point should be denied.

Appeal Statement 6-2

VSSC further objects that the certification of the final Environmental Impact Report is improper, premature and constitutes a failure to proceed in the manner required by law, both procedurally and substantively.

Without limiting the forgoing, VSSC objects on the basis that the Lead Agency admittedly does not have adequate information to approve the Project or to certify the Environmental Impact Report. The letter of determination admits that the Project cannot proceed in the event there are active fault traces and states that further studies must be conducted in the suspected area to demonstrate, or rule out, the presence of an active fault prior to approval of this project; especially given the fact the concerns of the California Geological Survey (CGS) and other body's that there is an active fault traversing the southerly portion of the site.

There are no findings nor any legally proper reasons why that these further studies cannot be conducted prior to certification of the final Environmental Impact Report. VSSC submits that completion of these studies and a definitive conclusion that there are not active earthquake faults traversing the project site is required as a matter of law prior to certification of the final Environmental Impact Report. It is also required based on the facts in the record in this matter. The final Environmental Impact Report cannot be certified until all required environmental review is completed of that review made available.

Staff Response 6-2

See Staff Responses 2-2g through 2-3i on pages A-9 through A-11 of this Appeal Report regarding the City's compliance with all CEQA requirements as related to the publication of the Final EIR, and certification of the EIR for the Project; and the fact that the Condition of Approval regarding exploratory trenching is not deferred mitigation. Therefore, the appeal point should be denied.

Appeal Statement 6-3

Also without limiting the forgoing, VSSC objects for each of the reasons stated the June 1, 2020 letter, the September 11, 2020 letter and the September 22, 2020 letter submitted by The Silverstein Law Firm, APC on behalf of StopTheMillenniumHollywood.com. VSSC incorporates these objections by this reference.

VSSC further adopts and incorporates by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. VSSC further incorporates by reference the entire administrative record for the original Millennium Hollywood project, Los Angeles County Superior Court Case No. BS144606.

Staff Response 6-3

The June 1, 2020 letter submitted by The Silverstein Law Firm, APC contains the Silverstein Law Firm's comments on the Draft EIR. Thorough responses to these comments were provided in Chapter 2, *Responses to Comments*, of the Final EIR (pages 2-881 through 2-1037).

The September 11, 2020 letter has been summarized and responded to in Staff Responses 3-3a through 3-3f on pages A-18 through A-20 of this Appeal Report.

The September 22, 2020 Silverstein letter contests the calculation of the VTT appeal period, and requests that the City issue a revised LOD with a new 10-day appeal period. Please see Staff Response 2-0 on pages A-4 through A-5 of this Appeal Report regarding this topic.

Furthermore, all comments were received in response to the Draft EIR have been responded to in the Final EIR. All comments received subsequent to the release of the Final EIR relate to the same issues that have been addressed in the VTT Staff Report, and/or responded to in the Final EIR and the appeal points herein. No new substantive comment has been made which require additional response.

Finally, the Millennium Hollywood Project is a different project that was previously approved at the same Project Site, and for which planning approvals and the environmental determination were invalidated. Therefore, information pertaining to that project adds no new information which supports the Appellant's argument that the Advisory Agency's decision should be overturned. Therefore, the appeal point should be denied.

CONCLUSION

Upon in-depth review and analysis of the issues raised by the Appellants for the Alternative 8, no substantial evidence exists of errors or abuse of discretion committed by the Advisory Agency with regards to the appeal points raised. The EIR is comprehensive and has been completed in full compliance with CEQA. As demonstrated by the responses to the appeal points, there are no new impacts or substantial increases in previously identified impacts that would result from the comments raised herein. Moreover, no substantial evidence has been provided that would warrant any further revisions to or recirculation of the Draft EIR. The Advisory Agency correctly made the findings of approval consistent with the Subdivision Map Act, LAMC Section 17.15, and the provisions of CEQA. Therefore, in consideration of all the facts, Planning Staff recommends that the CPC certify the EIR, adopt the CEQA findings, deny the appeals and sustain the decision of the Deputy Advisory Agency.

EXHIBIT A-1
VTT-82152-1A
APPEAL APPLICATION
MAYOR BROWN, LLP
ON BEHALF OF
APPLICANT



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: VTT-82152; ENV-2018-2116-EIR

Project Address: 720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street

Final Date to Appeal: 09/23/2020

2. APPELLANT

- Appellant Identity: Representative, Property Owner, Applicant, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Edgar Khalatian, Mayer Brown LLP, on behalf of MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC

Company/Organization: MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC

Mailing Address: 350 S. Grand Ave, 25th Floor

City: Los Angeles State: CA Zip: 90071

Telephone: (213) 229-9548 E-mail: ekhalatian@mayerbrown.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self, Other:

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Edgar Khalatian
Company: Mayer Brown LLP
Mailing Address: 350 S. Grand Ave, 25th Floor
City: Los Angeles State: CA Zip: 90071
Telephone: (213) 229-9548 E-mail: ekhalatian@mayerbrown.com

5. JUSTIFICATION/REASON FOR APPEAL

- a. Is the entire decision, or only parts of it being appealed? Entire Part
- b. Are specific conditions of approval being appealed? Yes No

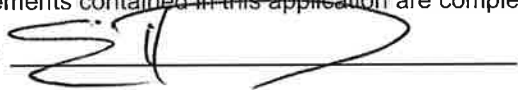
If Yes, list the condition number(s) here: BOE Specific Conditions 5, 6, 7, and 8

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature:  Date: 09.22.2020

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

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Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
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SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITIES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
 - Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

September 22, 2020

Luci Ibarra
City of Los Angeles, Department of City Planning
200 N. Spring Street
Los Angeles, California 90012

Re: Hollywood Center Project: VTT-82152; ENV-2018-2116-EIR; Letter of Determination Appeal

On behalf of our client, MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC (collectively, the “**Applicant**”), we respectfully file this appeal to the City of Los Angeles (the “**City**”) Advisory Agency’s letter of determination, dated September 14, 2020, related to the Hollywood Center Project and Case Nos. VTT-82152 and ENV-2018-2116-EIR (the “**LOD**”), attached hereto as Attachment A. The project involves the demolition of an existing one-story storage structure and surface parking lots and the preservation of the Capitol Records and Gogerty Building to construct a mixed-use project with residential and commercial uses. The mixed-use project would consist of 1,005 residential units, of which 133 units would be reserved as affordable units for seniors, 30,176 square feet of ground floor commercial retail/restaurant spaces, and 166,582 square feet of open space (the “**Project**”).

On April 16, 2018, the Governor certified the Project as an Environmental Leadership Development Project (“**ELDP**”) pursuant to Assembly Bill 900, and determined that the environmentally-superior Project would result in a minimum investment of \$100 million in the California economy, would create high-wage jobs, and would not result in net additional greenhouse gas emissions. As an ELDP, the Project must meet additional environmental (e.g., LEED Gold certification) and transportation efficiency requirements.

The Project’s Draft Environmental Impact Report (“**EIR**”), associated with Case No. ENV-2018-2116-EIR, studied eight alternatives to the Project, including Alternative 8: Office, Residential and Commercial Alternative (“**Alternative 8**”). Alternative 8, as studied in the Draft EIR, includes 903 residential units, of which 133 units would be reserved as affordable for seniors, 386,347 square feet of office uses, and 27,140 square feet of commercial retail/restaurant space.

In response to public comments expressing a desire for additional office space within the Hollywood Community Plan Area, the City requested, and the Applicant provided, additional

Department of City Planning
September 22, 2020
Page 2

information and supplemental materials for Alternative 8 (including an Alternative 8 vesting tentative tract map), which was the Alternative included in the EIR that most closely matched the desire for additional office uses. The Advisory Agency approved the VTT-82152 for Alternative 8 (not the Project) on September 14, 2020.

Based on the reasons described herein, we respectfully appeal the Advisory Agency's approval of the Alternative 8 VTT-82152 and Bureau of Engineering ("BOE") Specific Conditions 5, 6, 7, and 8, and instead, request the City to adopt the VTT-82152 for the Project and approve the requested mergers for the Project.

I. REQUEST TO ADOPT PROJECT INSTEAD OF ALTERNATIVE 8

A. The Project Best Meets the City's and Hollywood Community Plan Needs

This request to adopt the Project instead of Alternative 8 is justified because the Project, not Alternative 8, best meets the City's and the Hollywood Community Plan Area's living and employment needs in a post-COVID-19 world with the need for additional and larger living spaces to accommodate a live-work environment. Recent data from the Brookings Institution suggests that telecommuting will remain a mainstay even after COVID-19 as employees prefer working from home and businesses focus on increased operation efficiencies.¹ This means that moving forward, businesses and society will focus on providing increased home-working opportunities for their employees, embracing productivity and quality of life. As such, larger living spaces are needed to accommodate this lifestyle change.

The Project would provide larger average residential unit sizes (1,220 square feet for the market-rate units and 937 square feet for the affordable units), as compared to Alternative 8 (828 square feet for the market-rate units and 612 square feet for the affordable units), to create a better living and work-from-home environment for City residents. The Project would also better help address the City's market-rate and affordable housing demand by providing an additional 102 residential units, which would otherwise be lost to provide Alternative 8's office component.

Accordingly, adopting the Project, which provides additional housing units, as opposed to Alternative 8, which reduces housing units and replaces it with office uses, would best meet the future demands of the City and the Hollywood Community Plan Area, which already has a number developed and in-progress office projects.

The Project is not only best suited to meet the City's ever-changing demands, but still provides many of the same benefits as Alternative 8, outlined below:

¹ <https://www.brookings.edu/blog/up-front/2020/04/06/telecommuting-will-likely-continuc-long-after-the-pandemic/>

Department of City Planning
September 22, 2020
Page 3

- Preservation and Activation: Protects the architectural and historical heritage of the Capitol Records Complex and activates Hollywood Boulevard, Vine Street, and surrounding streets through connected, publicly available landscaped open space.
- Distinct Design and Views: Develops architecturally distinct buildings that are compatible with the Capitol Records Complex and maintains prominent views of the Capitol Records Building, and safe public viewing areas from the proposed paseo and plazas, to maximize view corridors and continue showcasing its distinctive architectural design.
- No Above-Grade Parking: Provides no above-grade parking to ensure an activated street level with ground floor restaurant/retail uses and publicly accessible open space.
- Open Space: Provides 166,582 square feet of publicly accessible, common, and private open space, including two plazas and a pedestrian paseo which would feature shopping, outdoor seating, landscaping, open-air dining, public performances, art installations, and special events.
- Mobility: Promotes local, regional, and State land use and mobility objectives and reduce vehicle miles traveled (VMT) by maximizing infill development within an existing Regional Center near jobs, retail, and entertainment in proximity to transit and transportation infrastructure that encourages pedestrian activity.
- Senior Affordable Housing: Provides senior affordable housing with outdoor spaces in proximity to public transportation, allowing an age-specific demographic to continue to live in their residence of preference while maintaining access to services and goods.
- Jobs: Supports the growth of the City's economic base through the introduction of an economically viable project which creates a significant number of construction and permanent jobs.
- Sustainability: Incorporates sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-Gold equivalent building.

Approval of the Project instead of Alternative 8 would also eliminate the entitlement requests for a Major Development Conditional Use Permit and for the Density Bonus Waiver of Development Standards to allow the floor area of any residential balconies and terraces to be excluded for purposes of calculating the total floor area.

B. The Project Would Have Less VMT Impacts

Due to the increased office uses with Alternative 8, Alternative 8 would generate greater work vehicle miles traveled (VMT) as compared to the Project, even though the impact from a CEQA perspective would remain less than significant. This means that while from a CEQA perspective traffic impacts would remain the same, the Project's operations would result in less vehicle miles traveled.

Accordingly, based on the above justifications, the City should grant this appeal and adopt VTT-82152 for the Project, as proposed by the Applicant, instead of Alternative 8.

Department of City Planning
September 22, 2020
Page 4

II. REQUEST TO APPROVE REQUESTED MERGERS

This appeal also objects to BOE's recommended 3-foot and 4-foot sidewalk mergers and easements along the Project site's Yucca Street and Argyle Avenue frontages, respectively, identified in the LOD as BOE Specific Conditions 5, 6, 7, and 8, and instead, requests the City to approve the 5-foot requested mergers and easements along these frontages as identified in the Project's vesting tentative tract map (VTT-82152). The requested 5-foot mergers are necessary to provide the Project's 1,005 residential units, including the 133 senior affordable units. The reduced mergers would result in a smaller Project site, which would further result in a loss of three residential units. While three units may appear to be a nominal amount, in light of the recent compounding data which reveals that exorbitant costs and burdensome regulations create a barrier to developing affordable and homeless housing in the City,² it is the City's onus to encourage every opportunity to incrementally increase the City's housing supply to house its residents.

Moreover, the Project would maintain the existing sidewalk widths by providing easements to the City for the proposed merger areas. As such, approval of the requested 5-foot mergers and easements would not inhibit current and future circulation needs for these portions of Yucca Street and Argyle Avenue. The Project would improve the existing sidewalks, including new landscaping and trees, to enhance the pedestrian experience, creating a safe and pleasant pedestrian environment. Accordingly, we respectfully request the City to grant this appeal and approve the requested mergers for the Project as identified in VTT-82152, in accordance with the deletions (~~stricken through~~) and additions (**bolded and underlined**) below:

BUREAU OF ENGINEERING – SPECIFIC CONDITIONS

5. In the event that Department of Transportation and Department of City Planning have no objections to the street merger, then an approximately ~~35~~-foot-wide sidewalk area measured from the property line along **Yucca Street** adjoining the tract be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.

² <https://www.latimes.com/california/story/2020-09-09/high-of-746-000-for-homeless-housing-audit-says-try-rehabbing-motels-instead>

Department of City Planning
September 22, 2020
Page 5

6. That a ~~35~~-foot-wide public sidewalk easement be provided on the final map within the ~~35~~-foot-wide merger area along Yucca Street adjoining the tract.
7. In the event that Department of Transportation and Department of City Planning have no objections to the street merger then a ~~45~~-foot wide sidewalk area measured from the property line along **Argyle Avenue** adjoining the tract be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.
8. That a ~~45~~-foot wide public sidewalk easement be provided on the final map within the ~~45~~-foot wide merger area along Argyle Avenue adjoining the tract.

As applied to the Project's vesting tentative tract map, we also request BOE Specific Condition 9 be clarified to read as follows (additions **bolded and underlined**):

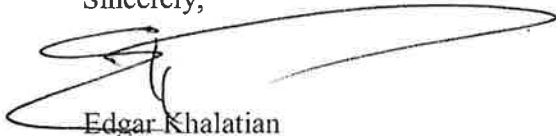
9. In the event that Department of Transportation and Department of City Planning have no objections to the alley merger then portion of the existing alley turning area adjoining the tract be permitted to be merged with the remainder of the tract map **as shown on the approved Vesting Tentative Tract Map** on a layout satisfactory to the City Engineer pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.

Department of City Planning
September 22, 2020
Page 6

III. CONCLUSION

Therefore, based on the justifications provided herein, we respectfully request that the City grant this appeal to approve the Project's vesting tentative tract map, instead of Alternative 8, and approve the Project's requested mergers in VTT-82152.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edgar Khalatian', written over a horizontal line.

Edgar Khalatian
Partner

Atts.

EXHIBIT A-2
VTT-82152-1A
APPEAL APPLICATION
FEDERATION OF
HILLSIDE AND CANYON
ASSOCIATES, INC.



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

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1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: VTT-82152; ENV-2018-2116-EIR

Project Address: 1720-1770 N Vine; 1746-1764 N Ivar; 1733-1741 N Argyle; 6236, 6270, 6334 Yucca St.

Final Date to Appeal: 09/23/2020

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Federation of Hillside and Canyon Associations, Inc.

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Federation of Hillside and Canyon Associations, Inc.

Company/Organization: Federation of Hillside and Canyon Associations, Inc.

Mailing Address: Post Office Box 27404

City: Los Angeles State: CA Zip: 90027

Telephone: (310) 982-1760 E-mail: president@hillsidefederation.org

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?
 Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Jamie T. Hall

Company: Channel Law Group, LLP

Mailing Address: 8383 Wilshire Blvd., Suite 750

City: Beverly Hills State: CA Zip: 90211

Telephone: (310) 982-1760 E-mail: jamie.hall@channellawgroup.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

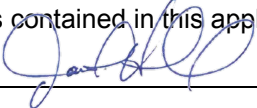
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Appellant Signature:  Date: September 22, 2020

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- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

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SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

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Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

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Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

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- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

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a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

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- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

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JULIAN K. QUATTLEBAUM, III
JAMIE T. HALL *
CHARLES J. McLURKIN

Writer's Direct Line: (310) 982-1760
jamie.hall@channellawgroup.com

*ALSO Admitted in Texas

September 22, 2020

VIA ELECTRONIC UPLOAD

City of Los Angeles Dept. of City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012

Re: Justifications of Appeal for Vesting Tentative Tract for Hollywood Center Project (VTT-82152)

To Whom It May Concern:

This firm represents the Federation of Hillside and Canyon Associations, Inc. ("Federation" or "Appellant"). The Federation is a 501(c)(3) organization that was founded in 1952 and represents 44 homeowner and resident associations with approximately 250,000 constituents spanning the Santa Monica Mountains. This letter outlines the justifications for the appeal of the Vesting Tentative Tract for the Hollywood Center Project ("Project"), which was approved by the Advisory Agency on September 14, 2020¹. The Federation brings this appeal because its hillside member organizations and their members will be directly impacted by the Project.

1. The Map and Subdivision are Inconsistent with General and Specific Plan

The Subdivision Map Act requires that a proposed project be consistent with all applicable general and specific plans. Govt. Code §66473.5; Govt. Code §66474. The Advisory Agency erred when it determined that consistency findings could be made for the Project.

The Project is not consistent with the Hollywood Community Plan. It requests an almost 7:1 Floor Area Ratio, when the local planning permits at most a 6:1 ratio. Appellant's members

¹ Appellant notes that the Letter of Determination erroneously states that the deadline for filing an appeal of the tract map is September 23, 2020. However, applicable local law provides for a 10-day appeal period from the Advisory Agency and thus the correct appeal deadline is September 24, 2020. (Los Angeles Municipal Code (LAMC) § 17.06A(3); see California Civil Code § 10.)

have expressed concern that the calculations used to determine the actual Floor Area Ratio do not comply with normal City procedures. Neither the DEIR nor the FEIR made the process by which the City determined the FAR clear.

In addition, member organizations pointed out that the D Limitations currently imposed at the site were improperly removed, since they were put in place as an environmental mitigation. This required further study and consideration by the City in the EIR prepared by the City to ensure the City and applicant were complying with all legal requirements.

2. The Project is Likely to Cause Substantial Environmental Damage

As noted in the Letter of Determination issued by the Advisory Agency, one of the required findings under the Subdivision Map Act is as follows: “The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.” There is ample evidence in the record that the Project will cause “substantial environmental damage.” The Advisory Agency therefore erred when it concluded that this required finding could be made.

Several Federation member organizations and other community groups expressed concern that the Draft Environmental Impact Report (“DEIR”) was inadequate in determining that impacts on police and fire services will not be significant. The Beachwood Canyon Neighborhood Association was extremely concerned, due to its proximity to brush and wildland areas of the eastern Santa Monica Mountains, that emergency response times will be negatively impacted by the Project and current evacuation planning for their community will no longer be sufficient due to the project. Neither the DEIR nor the FEIR adequately addressed those issues.

Moreover, the submission made by United Neighborhoods for Los Angeles raised the concern that the population estimates used by the DEIR were inaccurate. The City has variously used 165,000 and 300,000 as the population number for this part of the City. Any public services impacted by this broad discrepancy should have been addressed in the Final EIR to allow members of the public and City decision makers to understand the significant project impacts to police, fire, and other services.

Additionally, transportation planning for the project clearly raises potentially significant environmental impacts, and Appellant’s affected members and other community organizations do not believe they have been adequately addressed. There are several impacted intersections with significant impacts, on- and off-ramps to the 101 Freeway are significantly impacted, and as a traffic report submitted by KOA on behalf of member Oaks Homeowners Association shows, there are at least two projects that were listed on the cumulative impact list for the DEIR whose contributions to the roadway analysis were apparently elided, causing that analysis to be insufficient. The FEIR does not rectify these deficiencies. Beachwood Canyon Neighborhood Association also noted there is already parking overflow in the lower part of its canyon neighborhood from existing projects, and their local expert opinion is that this project will exacerbate parking demand and cause an even greater impact than at current. This will especially be true during the project construction period when it is unclear where temporary parking for the Capitol Records building and parking lot will be located. The EIR for the Project should have been revised to address these concerns.

Further, many of Appellant's member organizations are understandably concerned that the City is repeating the catastrophic mistake of allowing residential and other structures to be built directly atop an existing earthquake fault with this new project iteration. Appellant believes the information provided in the EIR regarding this issue was inadequate to conclude that it is safe to allow construction of massive buildings atop the fault zone. Since the previous project at this site by the same developer should be considered as part of the record of this case, Appellant draws the City's attention to any and all objections made with respect to the earthquake fault zone issue in that record, and also to any comments that may be submitted by others on this topic now.

Also, several of Appellant's members raised the concern that the environmental documents shared with the public are corrupted and illegible and they have therefore been unable to understand the record sufficient to make intelligible comments. While this was eventually corrected, the City did not extend the public comment period to provide for a 45-day review of the corrected DEIR. On this basis alone, the EIR should have been corrected and recirculated since the earthquake issue above relies heavily on this appendix.

The Federation also contends that the City has violated CEQA by conducting a public hearing for the Project without completion and publication of the Final Environmental Impact Report for the Project. As the staff recommendation report for the vesting tentative tract map case noted, the Final EIR was held back to address a late-submitted letter from the California Geological Survey (CGS). The CGS letter was not some minor or technical land use issue, it related to a matter of significant public safety. The letter reports to the City that on May 8, 2020, the United States Geological Survey "issued a new, peer-reviewed analysis of the Hollywood Fault zone in the immediate area of [the project]." The peer-reviewed analysis found: (1) new earthquake traces not identified in the existing environmental document's appendix G, (2) that it is highly likely that an active fault strand crosses the project site, and (3) that neither the 2014 earthquake trench nor other investigative techniques are adequate to clear the project site of active faults. (Sr. Eng. Geologist Hernandez/ Sup. Eng. Geologist McCrink, CGS, project comment letter to Mindy Nyugen, July 16, 2020.) In light of the extremely serious nature of the CGS findings, an additional exploratory trench was requested by the Los Angeles Department of Building and Safety. (Recommendation Report, p. 32.)

Conducting the public hearing for the Project **before** the entire environmental record was complete robbed members of the public of the ability to make meaningful comment on the project. This is assuredly not the CEQA process envisioned by California's legislature or courts "to demonstrate to the public that it is being protected." (*See* 14 Cal. Code of Regs. § 15003, citing leading CEQA cases.) Our California Supreme Court has held that the environmental review process is intended "to demonstrate to an apprehensive citizenry that the [City] has, in fact, analyzed and considered the ecological implications of its action." An EIR "is a document of accountability . . . protect[ing] not only the environment but also informed self-government." *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.

Angelenos are deservedly apprehensive about the environmental review process in Los Angeles due to the terrible corruption in our City government, and also due to the City's business-as-usual approach to planning and land use decision-making, even while we are at the height of the worst public health emergency in the modern era. The City's citizens are right to be extremely apprehensive about this project.

Finally, the Federation contends that the City engaged in deferred environmental analysis and mitigation when it added a condition requiring additional exploratory trenching in light of the letter received by the California Geological Survey. (See Vesting Tentative Tract Map Approval, p. 4, Condition 18 [explaining post-approval trenching is intended “to demonstrate, or rule out, the presence of an active fault in the southerly part of the Project Site”] and pp. 13-14, Condition 34.) Conditioning a project on another agency's future review of environmental impacts, without evidence of the likelihood of effective mitigation by the other agency, is insufficient to support a determination by the lead agency that potentially significant impacts will be mitigated. *Sundstrom v. Cnty. of Mendocino* (1988) 202 Cal.App.3d 296. Further, requiring formulation of mitigation measures at a future time violates the rule that members of the public and other agencies must be given an opportunity to review mitigation measures before a project is approved. PRC § 21080, subd. (c)(2)). See *League for Protection of Oakland Architectural & Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1396; *Quall Botanical Ganlens Found., Inc. v. City of Encinitas* (1994) 29 Cal.App.4th 1597, 1605, fn. 4; *Oro Fino Gold Mining Corp. v. Cnty. of El Dorado* (1990) 225 Cal.App.3d 872, 884; *Sundstrom v. Cnty. of Mendocino*, supra, 202 Cal.App.3d at p. 306, (condition requiring that mitigation measures recommended by future study to be conducted by civil engineer evaluating possible soil stability, erosion, sediment, and flooding impacts was improper). Moreover, a condition that requires implementation of mitigation measures to be recommended in a future study may conflict with the requirement that project plans incorporate mitigation measures. Pub Res C §21081.6(b); 14 Cal Code Regs §15126.4(a)(2); *Federation of Hillside & Canyon Ass'ns v City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261 (holding there was no substantial evidence to support a finding that mitigation measures were adopted by the City of Los Angeles). Studies conducted after a project's approval do not guarantee an adequate inquiry into environmental effects. Such a mitigation measure would effectively be exempt from public and governmental scrutiny.

3. The Project is Likely to Cause Serious Public Health Problems and the Site is Physically Unsuitable for the Density Proposed

Two other required findings that must be made under the Subdivision Map Act are as follows: (1) “The design of the subdivision and the proposed improvements are not likely to cause serious public health problems ,” and (2) “The site is physically suitable for the proposed density of development.” Govt. Code §66474(f); Govt. Code §66474(c). The Advisory Agency erred when it determined that both of these required findings could be made for the Project.

As explained above, there is substantial evidence in the record that the Project sits atop an active fault. The Legislature long ago determined such development was inherently dangerous under the Alquist-Priolo Act. Locating the Project directly atop an active fault in direct violation of the Act is likely to cause serious public health problem when that fault ruptures. It is a question of when – not if – an earthquake occurs. Moreover, the presence of the fault renders the site physically unsuitable for the proposed development. The presence of geological hazards requires map disapproval on grounds of physical unsuitability. *Carmel Valley View, Ltd. v. Board of Supervisors* (1976) 58 Cal.App.3d 817. Additionally, if a site is not physically suitable for the proposed density of development, a public agency cannot approve a map for the proposed subdivision. Govt. Code §66474(d).

Conclusion

For the aforementioned reasons, the appeal of the Vesting Tentative Tract should be granted. Please note that Appellant reserves the right to supplement the bases of this appeal. I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Jamie T. Hall". The signature is fluid and cursive, with the first name "Jamie" being the most prominent part.

Jamie T. Hall

EXHIBIT A-3

VTT-82152-1A

APPEAL APPLICATION

STOPTHEMILLENNIUM

HOLLYWOOD.COM



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: VTT-82152

Project Address: 1720-1770 N Vine St; 1746- 1764 N Ivar Ave; 1733-1741 N Argyle Ave; 6236, 6270, and 6334 W. Yucca St.

Final Date to Appeal: 09/23/2020

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site
- Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: StopTheMillenniumHollywood.com

Company/Organization: _____

Mailing Address: 215 North Marengo Avenue, 3rd Floor

City: Pasadena State: CA Zip: 91101

Telephone: (626) 449-4200 E-mail: robert@robertsilversteinlaw.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Robert Silverstein, Esq.

Company: The Silverstein Law Firm, APC

Mailing Address: 215 North Marengo Avenue, 3rd Floor

City: Pasadena State: CA Zip: 91101

Telephone: (626) 449-4200 E-mail: robert@robertsilversteinlaw.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: 1-39 inclusive

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Robert Silverstein / VL Date: Sept. 22, 2020

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

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This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

THE SILVERSTEIN LAW FIRM

A Professional Corporation

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September 22, 2020

VIA EMAIL vince.bertoni@lacity.org;
mindy.nguyen@lacity.org

Vincent Bertoni, Planning Director
Mindy Nguyen, City Planner
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: EXHIBIT A: Appeal of the Vesting Tentative Tract Map No. VTT-82152
for the Hollywood Center Project; Case Nos. ENV-2018-2116-EIR, CPC-
2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and
VTT-82152 ; SCH 2018051002

Dear Ms. Nguyen:

This firm and the undersigned represent StopTheMillenniumHollywood.com. Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the proposed Hollywood Center Project (“Project”).

Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every notice issued by the City in connection with this Project. We adopt and incorporate by reference all Project objections raised by all others during the environmental review and land use entitlement processes for the Project.

I. INTRODUCTION

On September 14, 2020, the Advisory Agency of the Department of City Planning approved Vesting Tentative Tract Map No. 82152 (“the VTT”) for Alternative 8, certified the Final Environmental Impact Report (“FEIR”) and adopted the Mitigation Monitoring Program, Findings for adoption of the EIR and a statement of overriding considerations (the “Determination”). As set forth below, the Advisory Agency abused its discretion and acted contrary to law, including but not limited to the Subdivision Map Act, the

California Environmental Quality Act (“CEQA”), the General Plan, the Los Angeles City Charter, the Los Angeles Municipal Code and the California and Federal Constitutions.

II. GROUNDS FOR APPEAL

The Advisory Agency erred and abused its discretion in approving the VTT, including as set forth below.

1. The Advisory Agency Erred in Approving the Vesting Tentative Tract Map and Relying on the EIR for Legally Required Findings.

First, as explained in our September 11, 2020 letter objecting to the holding of the Advisory Agency hearing on August 26, 2020, before issuance of the FEIR to the public, the entire Advisory Agency Determination is void *ab initio*. We incorporate and restate the objections contained in our September 11, 2020 letter. A new Advisory Agency hearing must be noticed and properly held. We also incorporate by reference our September 18, 2020 objection letter. These letters are attached hereto at **Exhibits 1 and 2** for your convenience.

In addition, the Determination letter purports to approve the Vesting Tentative Tract Map, including numerous conditions and findings based on the EIR. For example, Condition 34 requires trenching to investigate the location of active fault traces. The Deputy Advisory Agency’s actions are illegal and *ultra vires*. The Deputy Advisory Agency has no authority to certify, approve or make findings in support of the EIR – those actions are reserved for the City Council.

CEQA defines a “project” as the “whole of an action” and refers to the activity being approved which may be subject to several discretionary approvals. (Guidelines § 15378 (a), (c).) The Project requires numerous discretionary approvals including Density Bonus Off Menu Incentives, Site Plan Review, a Master Conditional Use Permit, a Vesting Tentative Tract Map and a Development Agreement. Therefore, the “project” entails physical development requiring these various entitlements, only one of which is approved by the Deputy Advisory Agency acting on behalf of the Director of Planning per LAMC § 17.03. Because the Project requires approval by the City Council for the Development Agreement and EIR, the City Council is the “decision making body” with legal authority to approve or disapprove the Project. (Guidelines § 15356.) The CEQA Guidelines do not permit the City Council to delegate review and consideration of an EIR, or to delegate the making of findings on the basis of the EIR. (Guidelines §

15025(b).) The City Council, not the Deputy Advisory Agency, is the decision-making body which must consider the EIR. This consideration must take place prior to Project approval. (Guidelines § 15090(a).) Therefore, the Determination Letter improperly purports to approve the Vesting Tentative Tract Map and certify the EIR. Any Notice of Determination recorded prior to City Council certification, therefore, has no legal effect.

2. The Determination Was Unlawful.

Assuming that the Advisory Agency acted within its authority to consider the FEIR, and that therefore the determination is subject to appeal, the Advisory Agency erred and abused its discretion. In addition to all objections previously submitted to the City on all grounds submitted to the City by this firm and others in opposition to the EIR for this project, the deficiencies include the following:

- (1) The hearing violated due process rights.
- (2) The development is not consistent with General Plan policies.
- (3) The development is not physically suitable for the site.
- (4) The development is likely to cause substantial health problems.
- (5) The merged right-of-way does not comply with City standards.
- (6) The development conflicts with California Redevelopment Law.
- (7) The Determination improperly pre-commits the City to Project approval.
- (8) The EIR failed to identify an accurate, good faith Project Description.
- (9) The EIR failed to identify a proper baseline for environmental analysis.
- (10) The EIR failed to properly analyze and disclose impacts or adopt feasible mitigation measures.
- (11) The EIR failed to analyze a reasonable range of alternatives.
- (12) The EIR failed to properly respond to comments.
- (13) The CEQA findings are not supported by substantial evidence.

Mindy Nguyen
City of Los Angeles, Department of City Planning
September 22, 2020
Page 4

III. CONCLUSION

For the reasons stated above, a new Advisory Agency hearing must be properly noticed and held. If the City refuses to do so and pushes a premature and illegal appeal process at this time, then reserving all rights and objections, the City Planning Commission should grant the appeal and overturn the Determination.

Very truly yours,

/s/ Robert P. Silverstein
ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM, APC

RPS:vl
Encls.

**Appeal of the Vesting Tentative Tract Map No. VTT-82152
for the Hollywood Center Project; Case Nos. ENV-2018-2116-EIR,
CPC-2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and
VTT-82152 ; SCH 2018051002**

EXHIBIT 1

THE SILVERSTEIN LAW FIRM

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September 11, 2020

VIA EMAIL vince.bertoni@lacity.org;
mindy.nguyen@lacity.org

Vincent Bertoni, Planning Director
Mindy Nguyen, City Planner
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: Demand for New Advisory Agency Public Hearing re Hollywood Center,
Including re Project Final EIR; Case Nos. ENV-2018-2116-EIR, CPC-
2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and VTT-82152 ;
SCH 2018051002

Dear Mr. Bertoni and Ms. Nguyen:

I. INTRODUCTION.

This firm and the undersigned represent StopTheMillenniumHollywood.com. Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the proposed Hollywood Center Project (“Project”).

Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every notice issued by the City in connection with this Project. We adopt and incorporate by reference all Project objections raised by all others during the environmental review and land use entitlement processes for the Project.

II. THE ADVISORY AGENCY/HEARING OFFICER JOINT PUBLIC HEARING WAS A SHAM CALCULATED TO DEPRIVE THE PUBLIC OF AN ABILITY TO COMMENT – THE CITY MUST HOLD A NEW ADVISORY AGENCY/HEARING OFFICER HEARING.

The City claims, including based on its hearing notice, to have taken public testimony on the Final EIR (“FEIR”) at the August 26, 2020 joint public hearing

Vincent Bertoni, Planning Director
Mindy Nguyen, City Planner
City of Los Angeles, Department of City Planning
September 11, 2020
Page 2

conducted by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission (“CPC”). Yet the circumstances of the joint public hearing demonstrate that the City orchestrated the timing of the hearing to preclude any public testimony on the FEIR as part of taking testimony on the Vesting Tentative Tract Map (“VTT”) application or any other issues. This denied the public meaningful opportunity to comment on critical aspects of the applications.

At the time of the August 26, 2020 hearing, the FEIR had not been published. This circumstance alone is a severe departure from the City’s established practice of publishing FEIRs (or Addenda or Errata) well in advance of any Advisory Agency hearing, delegated hearing on behalf of the CPC or joint hearing. In fact, a survey of recent EIRs prepared by the City is attached as **Exhibit 1** and reveals that the City is, in fact, singling out opposition to the Hollywood Center mega-development for the City’s abusive manipulation of process: ***not one other development has held its required Advisory Agency/Hearing Officer public hearing prior to publication of the relevant environmental document.***

At the conclusion of the August 26, 2020 hearing, after forceful procedural objections from members of the public that they had no substantive comment without seeing the FEIR, the City closed the public testimony portion. Apparently to create the artifice of trying to meet the bare minimum legal standards while effectively denying the ability to meaningfully comment on the EIR, the City recommended that the Advisory Agency take the case under advisement until the Final EIR had been available for 10 days. Nonetheless, the City’s procedures violate the hearing and due process requirements of CEQA and the City Charter.

Although the public had no inkling of what the FEIR would say, the City as lead agency had been working on it at least since June 1, 2020, and knew full well what it would publicly say, once the FEIR was released shortly after the August 26, 2020 hearing. The City’s attitude that it can determine what is and is not relevant for the public to know under CEQA is inconsistent with CEQA’s full disclosure requirements. The City “*miss[es] the critical point that the public must be equally informed.*” Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 404 (ital. in original). The public is equally entitled to information about a project that the agency has, and is just as entitled to examine, question, and probe that information. Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 936; Environmental Protection Information Center v. California Dept. of

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Forestry (2008) 44 Cal.4th 459, 486. The City's highly irregular conduct deprived the public of the ability to comment on the VTT and other aspects of the Project with the FEIR in mind and in hand.

A necessary pre-condition to the public's ability to meaningfully participate in a public hearing is the disclosure of relevant information upon which to comment. Despite – or perhaps because of – this impairment of public comment, the City held the August 26, 2020 joint public hearing prior to the release of the FEIR. Without access to the FEIR, the public had no understanding how the City had considered the hundreds of pages of laboriously-crafted comment letters submitted on the DEIR. The City must notice a new Advisory Agency/Hearing Officer public hearing for the Project.

Although the FEIR was just days from being published at the time of the joint public hearing (it was published September 3, 2020), the August 26, 2020 hearing notice included an enigmatic project description that raised more questions than answers, including:

- *Why had the City noticed both the Project and Alternative 8 for hearing?*
- *Why did the Project abandon Measure JJJ and instead pursue a State Density Bonus?*
- *Why did the new Project Description mention only Very Low Income units?*

These questions are so fundamental to the Project that a proper hearing satisfying due process requirements also was not conducted. Informed public participation requires that the public be given sufficient information about a project so that it does not need to guess whether its comments are applicable.

Far from being an honest broker in the CEQA process, the City is contorting its normal process to obstruct informed participation.

In addition, the CPC's ability to delegate its hearing responsibilities pursuant to Charter Section 560 entails that the same information shall be made available to the public during the delegated hearing as would be available to the CPC as the decision-maker or recommending body. In this case, the public had a legally incomplete record

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upon which to comment, nullifying the purpose of the public hearing to enable the public to comment on all matters which they would have been able to comment on if the CPC itself held the hearing. Because the CPC, as initial decision-maker on the Density Bonus case, would have had a Final EIR before it for consideration, the City improperly delegated the hearing with an insufficient record.

Finally, the hearing officer arbitrarily limited all public comments to a maximum of two minutes, even though the officer is constitutionally required to entertain all reasonable comments. The City's arbitrary limitation on public comment thereby violated due process rights and the obligations of the hearing officer under the City Charter.

III. CONCLUSION.

For the reasons stated herein, the City must schedule and hold a new Advisory Agency/Hearing Officer public hearing prior to any action on the VTTM and other entitlements, or this matter proceeding to the CPC.

Very truly yours,

/s/ Robert P. Silverstein
ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM, APC

RPS:vl
Encl.

EXHIBIT 1

Survey of City Policy on FEIR Publication Prior to Hearing

Case Number	Development	Was FEIR Published Prior to Hearing?
ENV-2018-2116-EIR	Hollywood Center Project	No Joint AA/CPC Hearing Officer Hearing: August 26, 2020 FEIR Release: September 3, 2020
ENV-2017-5091-EIR	Sunset Gower Studios	Yes Joint AA/CPC Hearing Officer Hearing: September 16, 2020 FEIR Release: August 26, 2020
ENV-2014-4706-EIR	6220 Yucca Project	Yes Joint AA/CPC Hearing Officer Hearing: August 19, 2020 FEIR Release: August 7, 2020
ENV-2016-3177-EIR	Hollywood and Wilcox Project	Yes Joint AA/CPC Hearing Officer Hearing: August 12, 2020 FEIR Release: July 31, 2020
ENV-2016-4321-EIR	Venice Place Project	Yes Zoning Administration Hearing: August 1, 2019 FEIR Release: June 28, 2019
ENV-2016-4676-EIR	Times Mirror Square Project	Yes Joint AA/CPC Hearing Officer Hearing: May 14, 2020 FEIR Release: September 20, 2019 (Errata March 2020)
ENV-2016-4630-EIR	1045 Olive Project	Yes Joint AA/CPC Hearing Officer Hearing: January 15, 2020 FEIR Release: December 8, 2019

**Appeal of the Vesting Tentative Tract Map No. VTT-82152
for the Hollywood Center Project; Case Nos. ENV-2018-2116-EIR,
CPC-2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and
VTT-82152 ; SCH 2018051002**

EXHIBIT 2

THE SILVERSTEIN LAW FIRM

A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM

WWW.ROBERTSILVERSTEINLAW.COM

September 18, 2020

VIA EMAIL vince.bertoni@lacity.org;
mindy.nguyen@lacity.org

Vincent Bertoni, Planning Director
Mindy Nguyen, City Planner
City of Los Angeles, Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: Objections to Letter of Determination for Hollywood Center Project; Case Nos. ENV-2018-2116-EIR, CPC-2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and VTT-82152 ; SCH 2018051002

Dear Ms. Nguyen:

This firm and the undersigned represent StopTheMillenniumHollywood.com. Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the proposed Hollywood Center Project (“Project”).

Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every notice issued by the City in connection with this Project. We adopt and incorporate by reference all Project objections raised by all others during the environmental review and land use entitlement processes for the Project.

I. INTRODUCTION.

On September 14, 2020, the Advisory Agency issued a Letter of Determination (“LOD”) purporting to approve Vesting Tentative Tract Map No. 82152 for Alternative 8. The LOD incorrectly identifies the end of the appeal period as September 23, thus misinforming the public. Assuming the entire process were even proper, we believe the appeal period would end on September 24, 2020.

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California Code of Civil Procedure § 12 provides that statutory time limitations shall exclude the first day:

“The time in which any act provided by law is to be done is computed by excluding the first day, and including the last, unless the last day is a holiday, and then it is also excluded.”

The Subdivision Map Act (Govt. Code § 66462.5) provides for a 10-day appeal period “after” the action of the advisory agency:

“(a) The subdivider, or any tenant of the subject property, in the case of a proposed conversion of residential real property to a condominium project, community apartment project, or stock cooperative project, may appeal from any action of the advisory agency with respect to a tentative map to the appeal board established by local ordinance or, if none, to the legislative body. The appeal shall be filed with the clerk of the appeal board, or if there is none, with the clerk of the legislative body within 10 days after the action of the advisory agency from which the appeal is being taken.”

Recalculating the appeal deadline to properly exclude the first day of mailing (September 14) yields a final appeal date of September 24, – not September 23 as listed in the LOD.

The City must issue a revised LOD with a new 10-day appeal period to ensure the public has the lawfully mandated time to respond. Crucially, even if the City accepts appeals filed on September 24th, all appellants were prejudiced by the City’s unlawful calculation of the appeal period. Appellants and potential appellants were deprived of the most valuable resource to review the enormous volume of documents in the LOD – time. The City’s unlawful inclusion of the first day resulted in approximately 10 percent less time than statutorily mandated. Accordingly, only a new extended notice period can cure the defective LOD.

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We also express our concern that there appears to be a pattern and practice by the City to deprive the public of time and fair opportunity to review and respond to other issues and documents in this matter. Not only did the City refuse to give even one additional day on the close of the official comment period for a 13,000-page Draft EIR dropped on an unsuspecting public during the height of the pandemic and lock down orders, but it held an August 26, 2020 hearing even though the Final EIR was not yet circulated, and it now shortens the already bare minimum appeal timing provision.

We also note the irony of the City refusing to give the public any modicum of reasonable timing extensions, or here, even the minimum time for an appeal, when the City, in response to our Public Records Act requests, has unilaterally granted itself an additional 14 days to respond, and who knows how much more time the City will actually take before providing us with a complete and good faith production, if at all. Good faith should mean that the City provides us with all responsive documents well in advance of the next upcoming hearing so that we, our client and the public can actually review and assimilate that information in time to assist us in making more complete comments.

We are reminded of the Supreme Court's admonition that "the government must not be motivated solely by a desire to win a case, but instead owes a duty to the public to ensure that justice will be done. [Citation.]" County of Santa Clara v. Superior Court (2010) 50 Cal.4th 35, 57.

Individually and collectively, the City's actions amount to actionable due process violations. We request that the City immediately send out a new/corrected LOD and notice of a new 10-day appeal period running from the date of that new LOD. Anything less is a violation of law.

Very truly yours,

/s/ Robert P. Silverstein
ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM, APC

RPS:vl

EXHIBIT A-4
VTT-82152-1A
APPEAL APPLICATION
AMDA COLLEGE OF THE
PERFORMING ARTS



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: VTT-82152

Project Address: 1720-1770 N. Vine St.; 1746-1764 N. Ivar Ave.; 1733-1741 N. Argyle Ave.; 6236, 6270, and 6334 W. Yucca St.

Final Date to Appeal: 09/23/2020

2. APPELLANT

- Appellant Identity:** (check all that apply)
- Representative Property Owner
 - Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved
AMDA College of the Performing Arts

- Person affected by the determination made by the **Department of Building and Safety**
- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: _____

Company/Organization: AMDA College of the Performing Arts

Mailing Address: 6305 West Yucca Street

City: Los Angeles State: CA Zip: 90028

Telephone: (800) 367-7908 E-mail: dsilverman@amda.edu

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?
 Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Jennifer Lynch, Esq.

Company: Manatt, Phelps & Phillips, LLP

Mailing Address: 695 Town Center Drive, 14th Floor

City: Costa Mesa State: CA Zip: 92626

Telephone: (714) 371-2516 E-mail: JLynch@manatt.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: /s/ Jennifer Lynch, Esq. Date: September 22, 2020

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

Please note that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

APPEAL OF VESTING TENTATIVE TRACT MAP NO. 82152 (ALTERNATIVE 8)

AMDA College of the Performing Arts (“AMDA”) appeals the City of Los Angeles (“the City”) Advisory Agency’s approval of Vesting Tentative Tract Map No. 82152 (Alternative 8) (the “Tract Map”) for the Hollywood Center Project (the “Project”). The Findings of Fact required pursuant to the Subdivision Map Act (i.e., Govt. Code § 66474.61) cannot be supported by substantial evidence and therefore, approval of the Tract Map is legally defective. AMDA is also concurrently submitting an appeal of the Advisory Agency’s environmental determinations relating to the Project’s Environmental Impact Report (the “EIR”).

I. BACKGROUND ON AMDA COLLEGE OF THE PERFORMING ARTS.

AMDA is one of the country’s preeminent non-profit colleges for the performing arts, with its two campuses in New York City and Hollywood recognized internationally for launching some of the most successful careers in theater, film, and television. Fully accredited by the National Association of Schools of Theater (“NAST”)¹, AMDA’s Hollywood campus enrolls approximately 900 students from throughout the world and offers four Bachelor of Fine Arts programs, one Bachelor of Arts program, and three Associates of Occupational Studies programs. In addition, AMDA offers a High School Summer Conservatory Program, which includes five residential performing arts programs for students in grades 8 through 12. Since 2003, AMDA’s Hollywood campus has been a thriving community of young artists engaged daily in everything from general education courses typical of more traditional 4-year colleges, to musical theater, dance studios, and voice recitals.

AMDA’s campus is comprised of several buildings in the immediate vicinity of the Project. The AMDA Tower Building, AMDA’s main building, is located across Yucca Street from the Project and houses administrative offices, classrooms, studio spaces, a costume shop, a stage combat armory, a computer lab, the AMDA Café, and a black box theatre. AMDA’s Vine Street Building, located at 1777 Vine Street shares a property line with the Project site, and is a five-story facility with 23 classrooms, 11 private voice studios, acting rehearsal rooms, a student lounge, the film production office, the scene shop, and other ancillary AMDA uses. It is AMDA’s primary classroom building. An outdoor performance space, a campus piazza, a performing arts library, and film, television and editing facilities are also located on campus. Given that Yucca Street bisects the AMDA campus, AMDA students and faculty constitute a significant portion of the pedestrians crossing Yucca Street at Vine Street, and also use the surrounding sidewalks to travel the neighborhood, including to the nearest Metro station. AMDA operates 12 months out of the year, not only during the traditional academic school year. During the summer there are approximately 700 students on campus.

¹ NAST has been designated by the United States Department of Education as the agency responsible for the accreditation throughout the United States of freestanding institutions and units offering theatre and theatre-related programs (both degree-and non-degree-granting). NAST cooperates with the six regional associations in the process of accreditation and, in the field of teacher education, with the National Council for Accreditation of Teacher Education. NAST consults with the American Alliance for Theatre and Education, the Association for Theatre in Higher Education, and similar organizations in the development of NAST standards and guidelines for accreditation.

II. THE CITY CONTINUES TO DISREGARD THE PROJECT'S IMPACTS ON AMDA.

The Project would be constructed directly adjacent to AMDA's approximately 2-acre campus in the heart of Hollywood. Incredulously, the Project's Final EIR ("FEIR") asserts that the Project "would not adversely impact AMDA's Tower Building Campus" and alleges that AMDA has not explained "how the Project's intermittent construction activities would disrupt AMDA's ability to continue providing theater, dance, film and art classes."² (FEIR, p. 2-815.) These statements are false: AMDA has reiterated, time and time again, in both relation to the Hollywood Center Project and its predecessor, the Millennium Hollywood Project, that month after month and year after year of construction noise and vibration will significantly disrupt AMDA in a myriad of ways:

- It will make it impossible for AMDA to hold music, voice and acting lessons in its campus rehearsal rooms, dance studios, private voice rooms, musical studio spaces, classrooms, and film production rooms;
- It will limit the ability of AMDA students to carry out performances at the campus' indoor theaters and outdoor performance space;
- It will grossly affect AMDA students living within the campus residential buildings; and
- It will likely cause irreparable structural damage to AMDA buildings.

In certifying the Project's EIR, adopting the Project's Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program, and approving Vesting Tentative Tract Map No. 82152, the City continues to ignore these impacts on AMDA. By wholly disregarding these impacts, the City has taken legally indefensible actions relating to the Project that must be overturned.

III. THE CITY MUST DENY THE TRACT MAP UNDER GOVERNMENT CODE SECTION 66474.61.

A. The Project Is Likely To Cause Substantial Environmental Damage, Unacknowledged and Undisclosed by the City.

Under Government Code section 66474.61(e), *a tentative tract map must be denied where the design of a proposed Project is likely to cause substantial environmental damage.* The City's September 14, 2020, Letter of Determination for the Hollywood Center Project Vesting Tentative Tract No. 82152 ("LOD") includes the unsupported finding that "the design of

² The Final EIR seems to rely on the fact that the Project will not physically encroach onto AMDA's campus in support of its baseless conclusion that no impacts will occur. But AMDA has never alleged that the Project will physically encroach and that any impacts will occur due to encroachment. Further, it is not AMDA's burden to "explain" how the Project will affect its operations. It is the City's burden to prove there will be no noise or other environmental impacts on the surrounding environment. As detailed in AMDA's comment letter on the DEIR, there are fundamental flaws in the EIR's noise analysis—including, but not limited to, the mis-categorization of AMDA buildings as commercial when they are in fact residential, and the mis-categorization of buildings for purposes of analyzing vibration impacts.

the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.” (LOD, p. 151.) Support cited in the LOD’s finding is scant. The finding states only that the “subdivision design and improvements are consistent with the existing urban development of the area” and “there are no native or protected trees located within the Project Site or on the street sidewalk parkway.” There is no discussion whatsoever of the Project’s noise impacts, including those on the adjacent AMDA campus.

As detailed in AMDA’s June 1, 2020 letter, there are several omissions in the Draft EIR (“DEIR”) noise analysis that result in an undercounting and underreporting of the Project’s noise impacts on AMDA:

- The DEIR fails to identify the AMDA dormitories located at the corner of Yucca Street and Ivar Avenue as a residential noise-sensitive receptor. The FEIR attempts to remedy the fact that these on-campus residences were overlooked by stating that the DEIR already identified significant and unavoidable noise impacts in this general area and therefore, no change to that determination has occurred. ***This is not the same as disclosing that AMDA’s student housing units will experience significant and unavoidable impacts and it certainly does not alleviate the City’s duty to identify mitigation measures to reduce this impact on AMDA student housing.*** Such measures could include, but certainly are not limited to, relocating the residences to another location for the duration of construction on the West Site, construction of additional temporary or permanent sound barriers, and additional noise monitoring and/or notification. These measures were provided to the City for consideration, and no response was provided in the FEIR. As such, the Project would result in substantial environmental damage undisclosed and unmitigated by the City, and under Government Code section 66474.61(e), the Tract Map must be denied.
- The DEIR fails to correctly categorize both the AMDA Vine Building and the AMDA Tower Building as unreinforced, non-ductile, concrete buildings. By doing so, the DEIR failed to apply the correct threshold of significance for building damage, and greatly minimized the level of significance of construction vibration impacts and the likelihood that AMDA’s buildings will be severely damaged by the Project. The FEIR attempts to remedy this factual and analytical error by stating that “this change does not affect the calculations provided in the vibration analysis for the DEIR and would result in the same vibration level disclosed in the DEIR and the same impact determination as provided in the DEIR.” ***But this is not so. The fact is that the DEIR discloses only that AMDA Vine Building vibration will occur at less than seven times the acceptable level, when in actuality, the AMDA Vine Building will experience vibration levels more than eleven times the acceptable level—this is a substantially more severe impact.*** Where new information is added that shows a substantially more severe impact than was disclosed in a circulated DEIR, recirculation is required. The City failed to do so, and instead continues to downplay

the substantial environmental damage that will be caused by this Project. Again, under Government Code section 66474.61(e), the Tract Map must be denied.

- The DEIR fails to identify or describe the location of onsite construction staging, vehicle waiting, and equipment warm up areas. The location of these areas will substantially change the amount of impact felt on the AMDA campus. The past iteration of this Project, the Millennium Hollywood Project, proposed construction staging and waiting directly adjacent to both AMDA buildings. Given that the Hollywood Center Project is completely silent on its plans for construction staging, there is no reason to think that the same will not occur. The FEIR attempts to address this issue with the extraordinarily vague statement that “all construction staging activities would be located within the West and/or East sites.” Yet, no actual location is provided, and no analysis of the potential for construction staging to result in substantial environmental damage has been done. As such, under Government Code section 66474.61(e), the Tract Map must be denied.
- The DEIR just wholly fails to disclose the actual, maximum noise levels that will be experienced at the AMDA campus. It does this applying a methodology that only considers average construction noise levels. Notably, the DEIR finds that *even just the average noise levels* to be experienced at AMDA are 100 L_{eq}, which is louder than a gas lawn mower operating three feet away, louder than the inside of a New York subway train, and nearly as loud as a low jet flyover. If this is the *average*, we can only imagine what the *maximum* noise levels will be—and again, we must imagine, because the City has failed to disclose this to the public. This constitutes substantial environmental damage and under Government Code section 66474.61(e), the Tract Map must be denied.

B. The Project Is Likely To Cause Serious Public Health Problems.

Under Government Code section 66474.61(f), *a tentative tract map must be denied where the project is likely to cause serious public health problems*. The LOD purports to find that the Tract Map design is not likely to cause serious public health problems, but then ignores any evidence relating to the Project’s noise and pedestrian safety impacts.

Research shows that loud sound can cause a significant impact on human health. As detailed above, there are several omissions in the EIR’s noise analysis that result in an undercounting and underreporting of the Project’s noise impacts on AMDA students, faculty, on-campus residents, and campus visitors. In addition, AMDA students and faculty constitute a significant portion of the pedestrians crossing Yucca Street at Vine Street, and also use the surrounding sidewalks to travel the neighborhood, including to the nearest Metro station. Thus, AMDA raised several concerns relating to pedestrian safety in its June 1, 2020 comment letter. Yet the FEIR did not adequately analyze or disclose (or mitigate) pedestrian hazards caused by the Project’s construction. Instead, it impermissibly punts such an analysis to the future, long after the EIR is certified and the Project approved. (See FEIR, p. 2-733 [“Regarding concerns

about how pedestrian hazards in the area would be addressed under the different construction scenarios, these details would be appropriately covered once the specifics of construction activities are developed...”].) Because the Project will result in health impacts related to, at the very least, noise and pedestrian hazards, under Government Code section 66474.61(f), the Tract Map must be denied.

IV. CONCLUSION.

Upon appeal, application of Government Code section 66474.61 mandates that the Tract Map be denied, on grounds the proposed Project will result in significant environmental impacts, is inconsistent with the General Plan and Hollywood Redevelopment Plan, and is likely to result in serious public health problems, including those relating to adverse noise impacts. In addition, AMDA incorporates by reference its prior comments submitted to the City in its June 1, 2020 comment letter, which further support AMDA’s position that the Tract Map must be denied.

APPEAL OF HOLLYWOOD CENTER PROJECT ENVIRONMENTAL IMPACT REPORT CERTIFICATION AND CEQA DETERMINATIONS

AMDA College of the Performing Arts (“AMDA”) appeals the City of Los Angeles (“the City”) Advisory Agency’s environmental determinations made under the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.) (“CEQA”) in relation to the Hollywood Center Project (“Project”). These appealed determinations include the Advisory Agency’s: (1) certification that the Hollywood Center Project EIR has been completed in compliance with CEQA; (2) adoption of the Hollywood Center Project EIR Environmental Findings; (3) adoption of the Statement of Overriding Considerations; and (4) adoption of the Mitigation Monitoring Program. This appeal is brought on grounds that the environmental findings relating to and prepared for the Project are not supported by substantial evidence and therefore certification of the EIR and adoption of the related CEQA documents is legally defective. AMDA is also concurrently submitting an appeal of the Advisory Agency’s approval of Vesting Tentative Tract Map No. 82152 (Alternative 8).

I. BACKGROUND ON AMDA COLLEGE OF THE PERFORMING ARTS.

AMDA is one of the country’s preeminent non-profit colleges for the performing arts, with its two campuses in New York City and Hollywood recognized internationally for launching some of the most successful careers in theater, film, and television. Fully accredited by the National Association of Schools of Theater (“NAST”)¹, AMDA’s Hollywood campus enrolls approximately 900 students from throughout the world and offers four Bachelor of Fine Arts programs, one Bachelor of Arts program, and three Associates of Occupational Studies programs. In addition, AMDA offers a High School Summer Conservatory Program, which includes five residential performing arts programs for students in grades 8 through 12. Since 2003, AMDA’s Hollywood campus has been a thriving community of young artists engaged daily in everything from general education courses typical of more traditional 4-year colleges, to musical theater, dance studios, and voice recitals.

AMDA’s campus is comprised of several buildings in the immediate vicinity of the Project. The AMDA Tower Building, AMDA’s main building, is located across Yucca Street from the Project and houses administrative offices, classrooms, studio spaces, a costume shop, a stage combat armory, a computer lab, the AMDA Café, and a black box theatre. AMDA’s Vine Street Building, located at 1777 Vine Street shares a property line with the Project site, and is a five-story facility with 23 classrooms, 11 private voice studios, acting rehearsal rooms, a student lounge, the film production office, the scene shop, and other ancillary AMDA uses. It is

¹ NAST has been designated by the United States Department of Education as the agency responsible for the accreditation throughout the United States of freestanding institutions and units offering theatre and theatre-related programs (both degree-and non-degree-granting). NAST cooperates with the six regional associations in the process of accreditation and, in the field of teacher education, with the National Council for Accreditation of Teacher Education. NAST consults with the American Alliance for Theatre and Education, the Association for Theatre in Higher Education, and similar organizations in the development of NAST standards and guidelines for accreditation.

AMDA's primary classroom building. An outdoor performance space, a campus piazza, a performing arts library, and film, television and editing facilities are also located on campus. Given that Yucca Street bisects the AMDA campus, AMDA students and faculty constitute a significant portion of the pedestrians crossing Yucca Street at Vine Street, and also use the surrounding sidewalks to travel the neighborhood, including to the nearest Metro station. AMDA operates 12 months out of the year, not only during the traditional academic school year. During the summer there are approximately 700 students on campus.

II. THE CITY CONTINUES TO DISREGARD THE PROJECT'S IMPACTS ON AMDA.

The Project would be constructed directly adjacent to AMDA's approximately 2-acre campus in the heart of Hollywood. Incredulously, the Project's Final EIR ("FEIR") asserts that the Project "would not adversely impact AMDA's Tower Building Campus" and alleges that AMDA has not explained "how the Project's intermittent construction activities would disrupt AMDA's ability to continue providing theater, dance, film and art classes."² (FEIR, p. 2-815.) These statements are false: AMDA has reiterated, time and time again, in both relation to the Hollywood Center Project and its predecessor, the Millennium Hollywood Project, that month after month and year after year of construction noise and vibration will significantly disrupt AMDA in a myriad of ways:

- It will make it impossible for AMDA to hold music, voice and acting lessons in its campus rehearsal rooms, dance studios, private voice rooms, musical studio spaces, classrooms, and film production rooms;
- It will limit the ability of AMDA students to carry out performances at the campus' indoor theaters and outdoor performance space;
- It will grossly affect AMDA students living within the campus residential buildings; and
- It will likely cause irreparable structural damage to AMDA buildings.

In certifying the Project's EIR, adopting the Project's Environmental Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program, and approving Vesting Tentative Tract Map No. 82152, the City continues to ignore these impacts on AMDA. By wholly disregarding these impacts, the City has taken legally indefensible actions relating to the Project that must be overturned.

² The Final EIR seems to rely on the fact that the Project will not physically encroach onto AMDA's campus in support of its baseless conclusion that no impacts will occur. But AMDA has never alleged that the Project will physically encroach and that any impacts will occur due to encroachment. Further, it is not AMDA's burden to "explain" how the Project will affect its operations. It is the City's burden to prove there will be no noise or other environmental impacts on the surrounding environment. As detailed in AMDA's comment letter on the DEIR, there are fundamental flaws in the EIR's noise analysis—including, but not limited to, the mis-categorization of AMDA buildings as commercial when they are in fact residential, and the mis-categorization of buildings for purposes of analyzing vibration impacts.

III. AMDA PROVIDED THE CITY WITH A DETAILED CEQA COMMENT LETTER IDENTIFYING THE MYRIAD DEFICIENCIES IN THE DRAFT EIR; YET THE CITY HAS MADE NO MEANINGFUL REVISIONS TO THE FLAWED ANALYSIS.

On June 1, 2020, AMDA submitted a lengthy and detailed comment letter during the public review and comment period for the Project Draft EIR. AMDA's comment letter was included in the Project's Final EIR, along with the City's responses to AMDA's comments. However, in several key respects, the responses included in the Final EIR disregarded, downplayed, ignored, or just refused to acknowledge, the issues and substantial evidence raised by AMDA.

AMDA's June 1, 2020 letter speaks for itself, remains a valid accounting of the Draft EIR's shortcomings, and is incorporated herein by reference. However, the following are just some of the ways in which the Draft and Final EIRs fail to comply with CEQA's mandates:

- As detailed in AMDA's June 1, 2020 letter, the Draft EIR's noise analysis was irredeemably flawed, resulting in an undercounting and underreporting of the Project's noise impacts on AMDA. For example,
 - The DEIR fails to identify the AMDA dormitories located at the corner of Yucca Street and Ivar Avenue as a residential noise-sensitive receptor. The FEIR attempts to remedy the fact that these on-campus residences were overlooked by stating that the DEIR already identified significant and unavoidable noise impacts in this general area and therefore, no change to that determination has occurred. *This is not the same as disclosing that AMDA's student housing units will experience significant and unavoidable impacts and it certainly does not alleviate the City's duty to identify mitigation measures to reduce this impact on AMDA student housing.* Such measures could include, but certainly are not limited to, relocating the residences to another location for the duration of construction on the West Site, construction of additional temporary or permanent sound barriers, and additional noise monitoring and/or notification. These measures were provided to the City for consideration, and no response was provided in the FEIR.
 - The DEIR fails to correctly categorize both the AMDA Vine Building and the AMDA Tower Building as unreinforced, non-ductile, concrete buildings. By doing so, the DEIR failed to apply the correct threshold of significance for building damage, and greatly minimized the level of significance of construction vibration impacts and the likelihood that AMDA's buildings will be severely damaged by the Project. The FEIR attempts to remedy this factual and analytical error by stating that "this change does not affect the calculations provided in the vibration analysis for the DEIR and would result in the same vibration level disclosed in the DEIR and the same impact determination as provided in the DEIR." *But this is not so. The fact is that the DEIR discloses only that AMDA Vine Building vibration will occur at*

less than seven times the acceptable level, when in actuality, the AMDA Vine Building will experience vibration levels more than eleven times the acceptable level—this is a substantially more severe impact. Where new information is added that shows a substantially more severe impact than was disclosed in a circulated DEIR, recirculation is required. The City failed to do so, and instead continues to downplay the substantial environmental damage that will be caused by this Project.

- The DEIR fails to identify or describe the location of onsite construction staging, vehicle waiting, and equipment warm up areas. The location of these areas will substantially change the amount of impact felt on the AMDA campus. The past iteration of this Project, the Millennium Hollywood Project, proposed construction staging and waiting directly adjacent to both AMDA buildings. Given that the Hollywood Center Project is completely silent on its plans for construction staging, there is no reason to think that the same will not occur. The FEIR attempts to address this issue with the extraordinarily vague statement that “all construction staging activities would be located within the West and/or East sites.” Yet, no actual location is provided, and no analysis of the potential for construction staging to result in substantial environmental damage has been done.
- The DEIR just wholly fails to disclose the actual, maximum noise levels that will be experienced at the AMDA campus. It does this applying a methodology that only considers average construction noise levels. Notably, the DEIR finds that *even just the average noise levels* to be experienced at AMDA are 100 L_{eq}, which is louder than a gas lawn mower operating three feet away, louder than the inside of a New York subway train, and nearly as loud as a low jet flyover. If this is the *average*, we can only imagine what the *maximum* noise levels will be—and again, we must imagine, because the City has failed to disclose this to the public.
- The Draft EIR contains a flawed, incomplete, and legally indefensible Project Description that describes eight different potential projects with varying construction schedules, land use mixtures, building footprints, and open space configurations. Doing so impairs the public’s right and ability to participate in the public review process, hides the project’s true impacts and omits key details necessary for a full assessment of potentially significant impacts. (See *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 16; *Washoe Meadows Community v. Department of Parks and Recreation* (2017) 17 Cal.App.5th 277, 288.) The Final EIR responds that CEQA case law “allows a Draft EIR to consider multiple design options so long as the project description is definitive and the environmental analysis includes a discussion of all the impacts of both options to allow the public to be on notice of all potential environmental impacts.” (Final EIR, p. 2-729.) This is a misstatement of the law, and even if it were correct, as pointed out in AMDA’s June

1, 2020 comment letter, the Draft EIR *does not* identify all the potential impacts of each of the several possible permutations of the Project.

- The Draft EIR fails to accurately disclose air quality and health risks to sensitive receptors, including AMDA. As noted above, the Draft EIR fails to account for all AMDA on-campus housing and the Final EIR does not explain how this new information affects the air quality analysis significance determinations.
- The Draft EIR fails to explain how Mitigation Measures CUL-MM-2 and NOI-MM-4 will actually reduce vibration impacts to the historic Capitol Records Building, Pantages Theatre, Avalon Hollywood and the Art Deco Building (6316-6324 Yucca Street) or how Mitigation Measure CUL-MM-1 will actually reduce construction impacts to the historic Hollywood Walk of Fame. The Final EIR’s assertions that because it “conservatively” determined that impacts to off-site historic resources will be significant and unavoidable it need not provide further detail on the effectiveness of Mitigation Measures CUL-MM-2 and NOI-MM-4 are inconsistent with CEQA case law, which requires that reductions from mitigation be meaningfully described, even when impacts cannot be reduced to a less than significant level. Similarly, the Final EIR’s assertions that Mitigation Measure CUL-MM-1’s inclusion in the Mitigation Monitoring Program somehow makes a legally deficient measure sufficient are also unsupportable.
- The Draft EIR relies on offsets to reduce its greenhouse gas emissions impacts, but provides no enforceable, meaningful commitment to purchase offsets. The Final EIR’s vague citation to the Project’s Environmental Leadership Development Program (“ELDP”) Application for “a discussion of potentially utilizing GHG offsets or credits to further reduce GHG emissions” does not remedy this deficiency. The Final EIR does not explain how statements made in the ELDP Application “are binding and enforceable.” Relatedly, the Final EIR states, without any enforcement mechanism cited, that *if* the Project purchases offset credits “only CARB Registry Offset Credits would be purchased.” Finally, the Final EIR’s statement that “[because] carbon offsets would be purchased through a CARB-approved registry, the Project would follow CARB-approved protocols” wholly ignores the recent California Supreme Court opinion in *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App. 5th 467, which acknowledges that not all CARB-approved registries are equal in quality of offsets.

IV. THE CITY HAS FAILED TO CONSIDER AMDA’S PROPOSED MITIGATION MEASURES, DESPITE THE FACT THE MEASURES WOULD REDUCE SIGNIFICANT IMPACTS TO AMDA OPERATIONS.

The Draft EIR failed to consider and disclose the true magnitude of actual significant impacts that will be felt at AMDA. Worse yet, the City wholly disregarded the mitigation measures that AMDA proposed in its June 1, 2020 letter to reduce these impacts. Where a new

mitigation measures is proposed that is feasible, is different from those already evaluated in the Draft EIR, and would lessen the project's significant environmental impacts, ***the lead agency must either adopt those mitigation measures or recirculate the Draft EIR.*** (State CEQA Guidelines, § 15088.5(a)(3); *South County Citizens for Smart Growth v. County of Nevada* (2013) 221 Cal.App.4th 316, 330; see also *Laurel Heights Improvement Association v. Regents of Univ. of Cal.* (1993) 6 Cal.4th 1112.)

As discussed above, the Project would result in significant noise-related impacts on AMDA, including on AMDA on-campus housing which was wholly omitted from the Draft EIR's analysis and impact determination. AMDA's June 1, 2020 comment letter suggested several mitigation measures that would reduce impacts to AMDA's on-campus housing, including relocating the residences to another location for the duration of construction on the West Site, construction of additional temporary or permanent sound barriers, and additional monitoring and/or notification. The Final EIR both failed to adopt these measures, and failed to recirculate the Draft EIR on the same basis, in violation of CEQA.

AMDA also proposed the following measures addressing construction noise and vibration impacts to offsite buildings, which the Final EIR similarly ignored and failed to adopt:

- Temporarily relocate all AMDA classrooms and dormitories to another location for the duration of Project construction.
- Prohibit the use of stationary construction equipment, equipment warm-up areas, construction truck staging, and other noise-generating equipment and activities within a given buffer area adjacent to the site boundary, and identifying specific and limited locations where tower cranes, personnel lifts, construction staging, materials stockpiling, etc. may occur.
- Pause and/or limit construction during peak class hours.
- Identify specific construction equipment that may not operate simultaneously.
- Prohibit any construction and vehicle staging for the Project on Yucca Street, between Ivar Avenue and Vine Street.
- Provide acoustical retrofits of AMDA buildings, such as window replacements and improved installation, to reduce construction noise impacts on residence halls and classrooms.
- Provide seismic retrofits of AMDA buildings, to protect against construction vibration, which has the potential to result in the loss of both property and life.

Each of the above proposed mitigation measures would dramatically reduce significant noise and vibration impacts that are disclosed (and yet, underestimated) in the Draft EIR. By failing to adopt these measures, or, in the alternative, failing to circulate the Draft EIR explaining why these measures will not be adopted, the EIR fails to comply with CEQA. (State CEQA Guidelines, § 15088.5(a)(3).)

V. THE CITY HAS FAILED TO CONSIDER AMDA'S PROPOSED PROJECT ALTERNATIVE, DESPITE THE FACT THAT THE ALTERNATIVE WOULD REDUCE SIGNIFICANT IMPACTS TO AMDA OPERATIONS.

The Draft EIR must consider all reasonable alternatives that effectively reduce the Project's significant impacts, while still meeting most of the Project objectives. As described above and in AMDA's June 1, 2020 comment letter, the Project results in significant and unavoidable construction noise and vibration impacts to AMDA. However, beginning construction on the East Site, and then moving AMDA classrooms into empty retail shell space on the East Site while construction on the West Site commences would reduce these impacts. Neither the Draft nor Final EIR provides any evidence indicating that beginning construction on the East Site is infeasible. Where a feasible project alternative, considerably different from others previously analyzed, would clearly lessen the significant environmental impacts of a project, but the project's proponents decline to adopt it, a Draft EIR must be recirculated. (State CEQA Guidelines, § 15088.5(a)(3).) The City's failure to do so results, again, in a legally deficient EIR.

VI. THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS ARE NOT SUPPORTED BY SUBSTANTIAL EVIDENCE.

Given the above deficiencies in the Draft and Final EIRs, as well as each deficiency noted in AMDA's June 1, 2020 comment letter, the CEQA findings of fact adopted by the Advisory Agency in relation to the Project cannot be found to be supported by substantial evidence.

VII. CONCLUSION.

Upon appeal, the Advisory Agency's certification of the Project EIR and adoption of the related CEQA determinations must be overturned. The Project EIR is deficient in countless ways, and ignores, underreports, and fails to avoid and mitigate substantial environmental impacts on the adjacent AMDA campus.

EXHIBIT A-5
VTT-82152-1A
APPEAL APPLICATION
NED PAN, INC.



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: VTT-82152

Project Address: 1750 N. Vine St., 1720-70 N. Vine St., 1746-64 N. Ivar Ave., 1733-41 Argyle Ave. (etc.)

Final Date to Appeal: 09/23/2020 (per the letter of determination)

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Ned Pan, Inc.

Company/Organization: _____

Mailing Address: 6233 Hollywood Blvd.

City: Los Angeles State: CA Zip: 90028

Telephone: (323) 468-1750 E-mail: _____

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): John M. Bowman, Esq.

Company: Elkins Kalt Weintraub Reuben Gartside LLP

Mailing Address: 10345 W. Olympic Blvd.

City: Los Angeles State: CA Zip: 90064

Telephone: (310) 746-4409 E-mail: jbowman@elkinskalt.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: *Neelanjana* *SVP/CFO* Date: 9/21/20

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

Attachment to Appeal
Case VTT-82152
Justification/Reason for Appeal

Reason for the Appeal

The Appellant, Ned Pan, Inc. (“Ned Pan” or “Appellant”), is the owner of the Pantages Theater at 6233 Hollywood Boulevard (the “Theater Property”). This appeal concerns the Advisory Agency’s September 14, 2020 decision to (1) certify the Hollywood Center Environmental Impact Report (the “EIR”); (2) adopt the Hollywood Center Project EIR Findings, including a Statement of Overriding Considerations, and the mitigation monitoring program prepared for the Hollywood Center Project EIR; and (3) approve Vesting Tentative Tract Map No. 82152 for Project Alternative 8 (the “VTTM”) (collectively, the “Decision”).

Ned Pan filed this appeal because (1) the proposed Hollywood Center Project – Alternative 8 (the “Project”), as presently proposed and approved by the Advisory Agency, is likely to cause substantial environmental damage, and (2) the Hollywood Center Project Environmental Impact Report (the “EIR”), as certified by the Advisory Agency, is inadequate and does not comply with the requirements of the California Environmental Quality Act (“CEQA”).

How Appellant is Aggrieved by the Decision

The Pantages Theater was constructed in 1929 and is a designated Historic-Cultural Monument. The Theater Property adjoins the portion of the Project site located east of Vine Street (the “East Site”). The Theater Property also adjoins the public alley that will be partially merged (vacated) pursuant to Vesting Tentative Tract Map No. 82152.

As presently proposed and approved by the Advisory Agency, the Project will have significant and unmitigated impacts on the Pantages Theater and its operations, including but not limited to the following:

- The Pantages Theater building is potentially susceptible to major physical damage due to vibrations and potential earth movement during construction of the Project. The measures identified in the EIR to mitigate this potential impact are wholly inadequate.
- The Project will adversely affect the ability of the Pantages Theater to operate during construction of the Project due to noise and vibrations that will disrupt performance at the Pantages Theater. The measures identified in the EIR to mitigate this potential impact are wholly inadequate.

- The Project proposes to “merge” (vacate) a portion of the public alley that runs along the north side of the Pantages Theater, and to construct loading facilities for the Project at the western terminus of the alley and along the north side of the alley directly opposite the loading doors for the Pantages Theater building. The Pantages Theater depends on the ability to use this public alley, particularly during load-ins and load-outs of shows. As currently designed, the loading area for the Project would conflict with the Pantages Theater’s operations.
- As presently designed and approved by the Advisory Agency, all of the subterranean parking spaces proposed for the East Site Project would be accessed by a single driveway on Argyle Avenue within 50 feet of the existing public alley. The Project will add thousands of additional daily trips to the short segment of Argyle Avenue from Hollywood Boulevard to the 101 Freeway, which is already heavily congested during much of the day. The Project will further exacerbate these conditions by installing a full traffic signal and mid-block pedestrian crossing at the poorly-located driveway on Argyle Avenue. The additional traffic on Argyle Avenue and the proposed signalized driveway and pedestrian crossing will significantly and adversely impact the Pantages Theater’s operations.

Specific Points At Issue

The Draft EIR for the Project was issued on April 16, 2020 for a 45-day public comment period ending on June 1, 2020. The City refused to extend the public comment period despite numerous requests for an extension from various interested parties. The City then held a public hearing on the VTTM and related applications for the Project on August 26, 2020, even though the Final EIR had yet to be released to the public (and despite the fact that the hearing notice specifically stated that testimony would be taken on the Final EIR during the public hearing). The Final EIR was subsequently released on September 3, 2020 (8 days after the public hearing). The Final EIR included significant new information, including a substantial amount of new information regarding Project Alternative 8 (including plans and a new traffic assessment). The Advisory Agency then approved the VTTM and certified the EIR just 11 days later on September 14, 2020 – which was the earliest possible date on which the Advisory Agency could lawfully take such action. Moreover, the Advisory Agency approved Alternative 8, which was substantially different from the Project as described in the Draft EIR, based on information that was not contained in the Draft EIR.

Due to (1) the complexity of the Project, (2) the breakneck speed at which the EIR and the Project approvals are being processed by the City, and (3) the sudden and very recent shift from the Project as described in the Draft EIR to Alternative 8, Ned Pan and other interested parties have not had adequate time to fully evaluate the Decision or the information on which it was based. Accordingly, Ned Pan appeals the Decision in its entirety, and reserves the right to supplement the following list of specific points at issue in this appeal:

1. The EIR is inadequate and does not comply with CEQA in the following respects:

a. The measures identified in the EIR to mitigate the potential for damage to the Pantages Theater and other historic resources due to vibrations during Project construction are inadequate. These measures rely exclusively on monitoring and an illusory obligation to “repair” any damage that is caused, which will not mitigate the potential impact to a level of insignificance. Measures must be developed to prevent such damage from occurring in the first place, such as requiring that vibration-producing equipment not be used within specified distances from the Pantages Theater. Moreover, the proposed monitoring program is insufficient. When warning levels are reached, construction must cease until the source is identified and addressed.

b. The EIR’s analysis of the Project’s potential noise impacts on the Pantages Theater was based on a flawed measurement of ambient noise levels at the rear of the Pantages Theater. As a result of this flawed measurement, the EIR understates and fails to fully mitigate the Project’s noise impacts on the Pantages Theater.

c. The EIR fails to adequately evaluate or mitigate the potential for noise and vibrations associated with construction of the Project to cause “annoyance” impacts on the Pantages Theater, which is a critical listening place. Among other things, the EIR improperly dismisses the potential for high, short-term noise levels to disrupt performances at the Pantages Theater. The EIR also improperly relies on a mitigation measure that requires a construction liaison to “coordinate” with the owner/operator of the Pantages Theater to “minimize disruptions” to performances. This measure is impermissibly vague and does not constitute adequate mitigation.

d. The EIR fails to adequately address or mitigate the potential for damage to the Pantages Theater due to earth movement during Project construction. Among other things, the EIR fails to identify an adequate program to monitor excavation activities and shoring displacements during construction.

e. The EIR fails to adequately address or mitigate the Project’s potential to disrupt the baseline conditions of the public alley. Among other things, the EIR fails to evaluate the operational aspects of the Project’s two proposed loading areas on the public alley, which as presently designed would directly interfere with the operations of the Pantages Theater, particularly during load-in and load-out of shows. The EIR also fails to address the potential hazards associated with the proposed signalized driveway and mid-block crosswalk on Argyle Avenue.

f. The Project, together with various related projects, will result in significant cumulative traffic impacts on Argyle Avenue and other streets in the area (and on the operations of the Pantages Theater) that have not been adequately addressed or mitigated. The related projects include, but are not limited to, the following:

- The proposed mixed-use development project proposed for 6220-24 W. Yucca Street (Related Project No. 4) (CPC-2014-4705-ZC-HD-DB-MCUP-CU-SPR);
- The proposed Ametron mixed use project proposed for 1546 Argyle Avenue (Related Project No. 14) (CPC-2016-3742-GPA-VZC-HD-DB-MCUP-SPR);
- The proposed M Hotel project at 1718 N. Vine Street (Related Project No. 2) (CPC-2016-2845-VZC-HD-MCUP-ZAA-SPR); and
- The Crescent Heights Palladium Residences project at 6215-21 Sunset Boulevard (Related Project No. 32) (CPC-2014-3808-GPA-ZC-HD-CU-CUB-ZAI-SPR).

g. The EIR fails to adequately evaluate the feasibility of providing additional driveway access to the proposed East Site subterranean parking structure on either Vine Street or Yucca Street, which would potentially alleviate the Project's traffic impacts on Argyle Avenue.

h. The EIR's conclusions regarding the Project's potential impacts on the environment are not supported by substantial evidence relative to noise and vibrations, historic resources, and traffic.

2. After public notice was given of the availability of the Draft EIR for public comment and prior to certification of the Final EIR by the Advisory Agency, new information was added to the EIR that changed the EIR in a way that deprived the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project (*i.e.*, Alternative 8) or a feasible way to mitigate or avoid such an effect. The new information includes, among other things, a new traffic assessment for Alternative 8 which indicates that Alternative 8 will generate even more traffic than the Project as proposed in the Draft EIR, and new development plans for Alternative 8 that include additional and reconfigured loading areas that would be accessed via the public alley. Consequently, the EIR must be recirculated for public comment pursuant to CEQA Guideline section 15088.5.

3. The design of the proposed subdivision and the proposed improvements are likely to cause substantial damage to the historic Pantages Theater and other environmental resources.

4. The traffic assessment of the Project is incomplete and does not comply with the current LADOT Transportation Assessment Guidelines (TAG) for non-CEQA components inasmuch as it fails to include an evaluation of Project Access, Safety and Circulation (e.g., Volume/Capacity and/or queuing analysis) for Alternative 8.

The Advisory Agency Erred and Abused Its Discretion

The Advisory Agency Erred and Abused its discretion in the following respects:

1. The Advisory Agency certified the EIR, which is inadequate and does not comply with CEQA for the reasons stated above.
2. The Advisory Agency adopted a mitigation monitoring and reporting program for the Project that fails to include measures that would adequately and feasibly mitigate the Project's potential impacts to a level of insignificance.
3. The Advisory Agency adopted a Statement of Overriding Considerations that is not supported by substantial evidence.
4. The Advisory Agency failed to recirculate the EIR for public comment as required by Section 15088.5 of the CEQA Guidelines.
5. The Advisory Agency's finding that the "Design of the Subdivision and the Proposed Improvements are Not Likely to Cause Substantial Environmental Damage" is not supported by substantial evidence.
6. The Advisory Agency failed to make any findings regarding the existing use of the public alley or the potential need for continued public use of the portion of the alley being "merged" (vacated).

EXHIBIT A-6

VTT-82152-1A

**APPEAL APPLICATION
VEDANTA SOCIETY OF
SOUTHERN CALIFORNIA**



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: VTT-82152 (ENV 2018-2116-EIR) (Hollywood Center Project)

Project Address: 1720-1770 N.Vine St; 1746-1764 N.Ivar Ave; 1733-1741 N.Argyle Ave; 6236, 6270 and *6334 W. Yucca St.*

Final Date to Appeal: 09/23/2020

2. APPELLANT

Appellant Identity:
(check all that apply)

- Representative Property Owner
- Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Vedanta Society of Southern California

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Vedanta Society of Southern California

Company/Organization: _____

Mailing Address: 1946 Vedanta Place

City: Los Angeles State: CA Zip: 90608

Telephone: (310) 614-0065 E-mail: khlawfirm@aol.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self Other: Vedanta Society of So. Calif.

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Anthony Kornarens, Esq.

Company: Anthony Kornarens, a Professional Corporation

Mailing Address: 2491 Atlantic Avenue

City: Long Beach State: CA Zip: 90608

Telephone: (310) 614-0065 E-mail: khlawfirm@aol.com

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? Entire Part

b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: 1-39 inclusive

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: 9/22/2020

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

1. Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant and must provide noticing and pay mailing fees.**

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

2. Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. Nuisance Abatement - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. Plan Approval/Compliance Review

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

ANTHONY KORNARENS

A PROFESSIONAL CORPORATION

2491 ATLANTIC AVENUE
LONG BEACH, CALIFORNIA 90806

TELEPHONE 562.426.0384
FACSIMILE 310.230.5104

September 22, 2020

VIA EMAIL

vince.bertoni@lacity.org;

mindy.nguyen@lacity.org

Vincent Bertoni, Planning Director

Mindy Nguyen, City Planner

City of Los Angeles, Department of City Planning

221 North Figueroa Street, Suite 1350

Los Angeles, CA 90012

Re: EXHIBIT A: Appeal of the Vesting Tentative Tract Map No. VTT-82152
for the Hollywood Center Project; Case Nos. ENV-2018-2116-EIR, CPC-
2018-2114-DB-MCUP-SPR, CPC-2018-2115-DA, and VTT-82152 ; SCH 2018051002

Dear Ms. Nguyen:

This firm and the undersigned represents Vedanta Society Of Southern California (“VSSC”), a California non-profit religious corporation which since the 1930's has owned and operated a monastery, shrine and other facilities near the site of the proposed project. Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the proposed Hollywood Center Project (“Project”).

VSSC objects to the decision of the City Planning Commission as stated in its September 14, 2020 letter of determination regarding Vesting Tentative Tract Map No.: 82152 for the project address: 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street.

VSSC objects that the land use approvals are in error, are not supported by substantial evidence and otherwise fail to comply with the law.

VSSC further objects that the certification of the final Environmental Impact Report is improper, premature and constitutes a failure to proceed in the manner required by law, both procedurally and substantively.

Without limiting the forgoing, VSSC objects on the basis that the Lead Agency admittedly does not have adequate information to approve the Project or to certify the Environmental Impact Report. The letter of determination admits that the Project cannot proceed in the event there are active fault traces and states that further studies must be conducted in the suspected area to demonstrate, or rule out, the presence of an active fault prior to approval of this project; especially given the fact the concerns of the California Geological Survey (CGS) and

Mindy Nguyen, Planner
City of Los Angeles, Department of City Planning
September 22, 2020
Page 2

other body's that there is an active fault traversing the southerly portion of the site.

There are no findings nor any legally proper reasons why that these further studies cannot be conducted prior to certification of the final Environmental Impact Report. VSSC submits that completion of these studies and a definitive conclusion that there are not active earthquake faults traversing the project site is required as a matter of law prior to certification of the final Environmental Impact Report. It is also required based on the facts in the record in this matter. The final Environmental Impact Report cannot be certified until all required environmental review is completed of that review made available.

Also without limiting the forgoing, VSSC objects for each of the reasons stated the June 1, 2020 letter, the September 11, 2020 letter and the September 22, 2020 letter submitted by The Silverstein Law Firm, APC on behalf of StopTheMillenniumHollywood.com. VSSC incorporates these objections by this reference.

VSSC further adopts and incorporates by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. VSSC further incorporates by reference the entire administrative record for the original Millennium Hollywood project, Los Angeles County Superior Court Case No. BS144606.

Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every notice issued by the City in connection with this Project. We adopt and incorporate by reference all Project objections raised by all others during the environmental review and land use entitlement processes for the Project.

For the reasons stated above, a new Advisory Agency hearing must be properly noticed and held. If the City refuses to do so, then reserving all rights and objections, the City Planning Commission should grant the appeal and overturn the Determination.

Thank you.

Very Truly Yours,
ANTHONY KORNARENS, APC



Anthony Kornarens

EXHIBIT B
VTT-82152-1A
LETTER OF
DETERMINATION
VTT NO. 82152

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
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VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

Mailing Date: September 14, 2020

Appeal Period Ends: September 23, 2020

MCAF Vine LLC, 1750 North Vine LLC, 1749 North Vine Street LLC, 1770 Ivar LLC, 1733 North Argyle LLC, and 1720 North Vine LLC (A)(O)
350 South Grand Avenue, 25th Floor
Los Angeles, CA 90071

MCAF Vine LLC (A)
350 South Grand Avenue, 25th Floor
Los Angeles, CA 90071

Mayer Brown LLP (R)
Edgar Khalatian
350 South Grand Avenue, 25th Floor
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No.: 82152
Address: 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street
Community Plan: Hollywood
Zone: C4-2D-SN
Council District: 13 – O'Farrell
CEQA No.: ENV-2018-2116-EIR

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, ENV-2018-2116-EIR (State Clearinghouse House No. 2018051002), dated April 16, 2020, and the Final EIR, dated September 3, 2020 (Hollywood Center Project EIR), as well as the whole of the administrative record, and

CERTIFIED the following:

- 1) The Hollywood Center Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- 2) The Hollywood Center Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- 3) The Hollywood Center Project EIR reflects the independent judgment and analysis of the lead agency.

ADOPTED the following:

- 1) The related and prepared Hollywood Center Project EIR Environmental Findings;
- 2) The Statement of Overriding Considerations; and
- 3) The Mitigation Monitoring Program prepared for the Hollywood Center Project EIR.

Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency **APPROVED:**

Vesting Tentative Tract Map No. 82152 (Alternative 8), located at 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 North Argyle Avenue; 6236, 6270, and 6334 West Yucca Street, to allow the merger of 16 existing lots totaling 194,495 square feet (4.46 acres) and 5,876 square feet (0.135 acres) of public right-of-way (including a 1,003 square-foot merger of a portion of an alley and a 4,873 square-foot merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street), dedicating five-foot-wide sidewalk easements over said sidewalk merger areas, and the subsequent re-subdivision into three (3) ground lots and 13 airspace lots for a total of 13 lots; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning Code as it applies to this particular property.

The Advisory Agency's approval is subject to the following conditions:

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

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

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

(Additional BOE Improvement Conditions are listed in "Standard Condition" section)

1. That the City Department of Transportation in a letter to the City Engineer shall determine that the merger areas are not necessary for current and future Public Street purposes.
2. That the Department of City Planning in a letter to the City Engineer also determine that the proposed merger areas are consistent with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.
3. In the event that Department of Transportation and Department of City Planning have no objections to the street merger, then 5-foot-wide sidewalk areas measured from the property lines along both sides of **Vine Street** adjoining the tract be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.

4. That 5-foot-wide public sidewalk easements be provided on the final map within the 5-foot-wide merger areas along both sides of Vine Street adjoining the tract including a 15-foot radius easement line return at the intersection with Yucca Street.
5. In the event that Department of Transportation and Department of City Planning have no objections to the street merger, then an approximately 3-foot-wide sidewalk area measured from the property line along **Yucca Street** adjoining the tract be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.
6. That a 3-foot-wide public sidewalk easement be provided on the final map within the 3-foot-wide merger area along Yucca Street adjoining the tract.
7. In the event that Department of Transportation and Department of City Planning have no objections to the street merger then a 4-foot wide sidewalk area measured from the property line along **Argyle Avenue** adjoining the tract be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.
8. That a 4-foot wide public sidewalk easement be provided on the final map within the 4-foot wide merger area along Argyle Avenue adjoining the tract.
9. In the event that Department of Transportation and Department of City Planning have no objections to the alley merger then portion of the existing alley turning area adjoining the tract be permitted to be merged with the remainder of the tract map on a layout satisfactory to the City Engineer pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies, cable companies and franchises maintaining existing facilities within the area being merged.

10. That any surcharge fees in conjunction with the street mergers and alley merger requests be paid.
11. That certified Survey Plans be submitted showing the areas being merged for the final map check.
12. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
13. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:
 - a. Plan view at different elevations
 - b. Isometric views
 - c. Elevation views
 - d. Section cuts at all locations where air space lot boundaries change.
14. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.
15. See Condition S-3(i) for Bureau of Engineering Improvement conditions where applicable.

Any questions regarding this report should be directed to Mr. Georgic Avanesian of the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8588.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

16. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.
17. The Tract Map recorded with the County Recorder shall contain the following statement: "Prior to the issuance of grading/building permits, a design-level geotechnical/soils report shall be submitted to the Grading Division to provide recommendations specific to the proposed development."
18. See Condition 34 regarding the requirement for the developer to excavate another exploratory trench to demonstrate, or rule out, the presence of an active fault in the southerly part of the Project Site.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

19. A clearance letter will be issued stating that no Building or Zoning Code violations exist relating to the subdivision on the subject site once the following items have been satisfied:

- a. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures to verify the last legal use and the number of parking spaces required and provided on each site.
- b. Required parking spaces for the remaining structures are required to be maintained on each lot (Ground Lot). Obtain a permit to capture the required parking for each building on its own proposed lot (Ground Lot), as well as to relocate any driveway and all required parking spaces for each building onto its corresponding proposed lot. Show location of all parking spaces and access driveways. Provide copies of permits and final inspection cards, for any restriping of parking spaces.
- c. For Proposed Ground Lot 2, provide the total floor area count of the existing buildings to verify compliance of the allowable FAR for the site.
- d. Provide copy of a Certificate of Compliance for the lot cuts of Lot 1 of Tract 18237.
- e. Provide a copy of affidavits AFF-20478, AFF-20772, AFF-35097, AFF-35104, AFF-43826, AFF 001966012, AF-95-853223-MB, AF-01-0390387, AF-01-1243919, and PKG-3714. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
- f. Provide a copy of CPC case CPC-2018-2114-DB-CU-MCUP-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.
- g. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedications. "Area" requirements shall be re-checked as per net lot area after street dedication.
- h. Record a Covenant and Agreement for each ground lot with air space lots (Ground Lots 1 and 3) to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

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

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

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

DEPARTMENT OF TRANSPORTATION

20. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively. A minimum of 20-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving less than 100 parking spaces or to the satisfaction of the Department of Transportation.
21. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk. LAMC 12.21 A.
22. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, call (213) 482-7024.

FIRE DEPARTMENT

23. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
 - b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - c. One or more Knox Boxes will be required to be installed for LAFD access to the project. Location and number to be determined by LAFD Field Inspector (Refer to FPB Req #75).
 - d. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
 - e. The entrance to the Residential lobby must be within 50 feet of the desired street address curb face.
 - f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway or an improved street, access road, or designated fire lane.
 - g. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 – (EXCEPTION)

- h. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling

unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- i. This policy does not apply to single-family dwelling or to non-residential buildings.
- j. No building or commercial portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- k. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- l. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150 ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.
- m. Entrance to the main lobby shall be located off the address side of the building.
- n. Any required Fire Annunciator panel or Fire Control Room shall be located within a 20-foot visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- o. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- p. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- q. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- r. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- s. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- t. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

- u. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- v. Submit plot plans indicating access road and turning area for Fire Department approval.
- w. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- x. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- y. Site plans shall include all overhead utility lines adjacent to the site.
- z. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

SECTION 5101.1 – EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS

- aa. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- bb. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facility.
- cc. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

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

DEPARTMENT OF WATER AND POWER

- 24. This tract can be supplied with water from the municipal system subject to the Los Angeles

Department of Water and Power's (LADWP) Water System Rules and upon payment of regular service connection charges. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Conditions No. S-1(c)).

BUREAU OF STREET LIGHTING

25. See Condition S-3(c) for Street Lighting Improvement conditions where applicable.

BUREAU OF SANITATION

26. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no/or potential problems to their structure or potential maintenance problem, as stated in the memo dated July 2, 2018. There are easements contained within the aforementioned property. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This approval is for the Tract Map only and represents the Office of the Bureau of Sanitation/WCSD. The Applicant may be required to obtain the necessary Clearances/Permits from the Bureau of Sanitation and appropriate District Office of the Bureau of Engineering. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d)).

INFORMATION TECHNOLOGY AGENCY

27. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the Applicant/Owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

28. That the Project dedicate land to the City or provide a combination of land dedication and fee payment, in order to fulfill the Project's requirements under provisions of LAMC 12.33.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

29. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

NOTE: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

30. Prior to the issuance of a building permit or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. Under Alternative 8, the proposed development shall be limited to three (3) ground lots and 13 airspace lots. Alternative 8 shall be in substantial conformance with Exhibit A as follows:
 - i. A maximum of 903 residential dwelling units, of which 133 units shall be set aside for senior affordable units;
 - ii. A maximum of 365,943 square feet of office uses; and
 - iii. A maximum of 26,874 square feet of commercial uses.
 - iv. A maximum total new floor area of 1,287,100 square feet.
 - b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - c. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
31. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2018-2114-DB-CU-MCUP-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2018-2114-DB-CU-MCUP-SPR is not approved, the subdivider shall submit a tract modification.
32. Prior to the recordation of the final map, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make the number of affordable senior housing units approved by Case No. CPC-2018-2114-DB-CU-MCUP-SPR available for rental solely to Very Low Income senior households at a rental price determined to be affordable to Very Low Income households by HCIDLA, for a period of 55 years. Said units shall be comparable in size, number of bedrooms, distribution, and amenities to the non-income-restricted units in the development.
33. Haul Route Conditions
- a. Recommended Haul Route for 1720-1770 North Vine Street:
Option 1:
Loaded Truck: Exit jobsite onto Vine St (Northbound); Right turn onto Yucca Street (Eastbound); Left turn onto Argyle Avenue (Northbound); Right turn onto S/B Hollywood Fwy On-Ramp (US-101); Merge onto E/B San Bernardino Fwy (I-10); Continue to Disposal Site outside of City Limit.
Empty Truck: W/B San Bernardino Fwy (I-10); Merge onto N/B Hollywood Fwy (US-101); Exit towards Gower St; Left turn onto Gower St (Southbound); Right turn onto Yucca St (Westbound); Left onto Vine St (Southbound) to jobsite.

Option 2:

Loaded Truck: Exit jobsite onto Vine St (Southbound); Left turn onto Hollywood Bl (Eastbound); Right turn onto S/B Hollywood Fwy On-Ramp (US-101); Merge onto E/B San Bernardino Fwy (I-10); Continue to Disposal Site outside of City Limit.

Empty Truck: Reverse Directions.

- b. Recommended Haul Route for 1746-1760 North Ivar Avenue:

Option 1:

Loaded Truck: Exit jobsite onto Ivar Ave (Northbound); Right turn onto Yucca Street (Eastbound); Left turn onto Argyle Avenue (Northbound); Right turn onto S/B Hollywood Fwy On-Ramp (US-101); Merge onto E/B San Bernardino Fwy (I-10); Continue to Disposal Site outside of City Limit.

Empty Truck: W/B San Bernardino Fwy (I-10); Merge onto N/B Hollywood Fwy (US-101); Exit towards Gower St; Left turn onto Gower St (Southbound); Right turn onto Yucca St (Westbound); Left onto Vine St (Southbound) to jobsite.

Option 2:

Loaded Truck: Exit jobsite onto Ivar Ave (Southbound); Left turn onto Hollywood Bl (Eastbound); Right turn onto S/B Hollywood Fwy On-Ramp (US-101); Merge onto E/B San Bernardino Fwy (I-10); Continue to Disposal Site outside of City Limit.

Empty Truck: Reverse Directions.

- c. Days and Hours of Hauling Operation:
- i. Hauling shall be from 9 AM to 3 PM weekdays, and 8 AM to 4 PM on Saturdays. No hauling shall be performed on Sundays or holidays.
- d. Staging Area:
- i. All trucks shall be staged on jobsite. No more than one truck may be queued up adjacent to jobsite.

NOTE: No interference to traffic, access to driveways must be maintained at all times.

- e. Additional Comments and/or Requirements:
- i. Contractor shall contact LADOT at (213) 485-2298 at least four business days prior to hauling to post "Temporary Tow Away Stopping" signs adjacent to jobsite if needed for hauling operations.
 - ii. Flagger control should be provided during the hauling operations to assist with and pedestrian traffic, and ingress and egress of truck traffic on Vine Street per latest WATCH Manual. Truck warning signs should be placed 300 feet in

advance of the exit in each direction. If you have any questions, please call Bhuvan Bajaj at (323) 957-6843.

- iii. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified prior to the start of hauling (213) 486-0777.
- iv. Streets shall be cleaned of spilled materials at the termination of each work day.
- v. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- vi. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- vii. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- viii. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - xi. All trucks are to be watered at the job site to prevent excessive blowing dirt.
 - xii. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
 - xiii. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.
 - xiv. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
 - xv. A Truck Crossing warning sign shall be placed 300 feet in advance of the exit in each direction.
 - xvi. One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of Work Area Traffic Control Handbook.
 - xvii. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary No Parking signs posted along the route.
 - xviii. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting Street Services Investigation and Enforcement Division at (213) 847-6000 before the change takes place.
 - xix. The permittee shall notify Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling

operations and shall also notify the Division immediately upon completion of hauling operations.

- xx. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Central Los Angeles District Engineering Office, 201 N. Figueroa Street, Land Development Section, Suite 1150, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 202-3495.
34. Prior to the issuance of any permit which authorizes excavation on the Project Site, the project engineering geologist (a California licensed Certified Engineering Geologist or Professional Geologist who is experienced with fault investigations, at the discretion of the Grading Division of the Los Angeles Department of Building and Safety (LADBS)) shall directly observe, by exploratory trench overlapping the transect investigation performed on the southern portion of the East Site, continuous strata of late Pleistocene age to rule out "active fault traces" (as defined by California Code Regulations, title 14, division 2, chapter 8, section 3601, subdivision (a)) on the Project Site. LADBS' reviewing geologist, California Geological Survey (CGS) geologists, and other paleoseismic experts shall be invited to observe the trench after the trench has been secured; shored or benched; cleaned, and a string line or grid reference system is in place. Once the field exploration and geologic analysis are completed, the project engineering geologist shall prepare a Surface Fault Rupture Hazard Investigation Report to the satisfaction of LADBS, and submit the Report to the City.

If the investigation performed by the project engineering geologist, as documented in the Surface Fault Rupture Hazard Investigation Report, concludes that there are no active fault traces traversing the southern portion of the East Site, no Project-related construction activity may proceed until LADBS provides written approval of the Surface Fault Rupture Hazard Investigation Report to the Applicant and the Department of City Planning.

If the investigation performed by the project engineering geologist, as documented in the Surface Fault Rupture Hazard Investigation Report, concludes that there are active fault traces traversing the southern portion of the East Site, construction of the Project, as proposed, shall not proceed. In compliance with CGS' and LADBS' guidance, the Surface Fault Rupture Hazard Investigation Report shall include recommendations for building setbacks from any identified active fault trace(s), subject to LADBS review and approval. No ground disturbance or other construction activity shall take place on the Project Site until all of the following has been completed to the satisfaction of the Director of Planning:

- a. Applicant shall meet with the Department of City Planning and LADBS to determine what modifications need to be made to the Project to address the existence of the active fault traces on the Project Site, including any building setbacks recommended in the Surface Fault Rupture Hazard Investigation Report approved by LADBS.
- b. Applicant shall submit revised plans to the City that include the project modifications needed to address the existence of the active fault traces on the Project Site.
- c. The Department of City Planning and LADBS shall determine what, if any, additional environmental review, pursuant to the California Environmental Quality Act (CEQA), is necessary to analyze the Project modifications, and complete the additional environmental review.

- d. The City shall review the appropriate environmental clearance and proposed entitlements for the Project, as modified. Following this review, the City may, but is not required to, approve the modified Project and related clearances and entitlements. However, such approval is required before any ground disturbance or other construction activity may occur on the Project Site.
35. 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 (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
- a. Upon a discovery of a potential tribal cultural resource, the Applicant 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.
 - b. 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 Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
 - c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
 - d. The Applicant 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 and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
 - e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
 - f. The Applicant 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 by a culturally affiliated tribal monitor 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.

36. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES.

37. 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.
38. 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.

39. 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.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot-grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

- (i) That one-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting non-subdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15 percent.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

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

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

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

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting as required below:

No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; two (2) on Ivar Ave, four (4) on Yucca St, one (1) on Argyle Ave, and five (5) on Vine St.

Note: The quantity of streetlights identified may be modified slightly during the plan

check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - i. Improve Ivar Avenue and Argyle Avenue adjoining the subdivision by the construction of new 2-foot wide integral concrete curbs and gutters together with any necessary removal and construction of existing improvements.
 - ii. Construct any new driveways along Vine Street in accordance with Hollywood Walk of Fame Specifications and details satisfactory to the City Engineer and Department of Transportation.
 - iii. Improve the alley adjoining the subdivision by removal and reconstruction of any existing bad order sections including reconstruction of the alley intersection with Argyle Avenue all satisfactory to the City Engineer.
 - iv. Improve Yucca Street adjoining the subdivision by removal and reconstruction of any existing bad order concrete curb, gutter and sidewalk all satisfactory to the City Engineer.
 - v. Repair and/or replace any damaged/cracked or off-grade concrete curb, gutter, existing terrazzo sidewalk, and AC pavement along both sides of Vine Street adjoining the tract in accordance with Hollywood Walk of Fame specifications and details satisfactory to the City Engineer.

NOTES:

Approval from Board of Public Works may be necessary before removal of any street trees

in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

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

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

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

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

FINDINGS OF FACT (CEQA)

I. INTRODUCTION

This Final Environmental Impact Report (EIR), which includes the Draft EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the significant environmental effects of the Hollywood Center Project, the possible ways to minimize the significant effects and the reasonable alternatives to this project (hereinafter referred to as the "Original Project"), located at 1720-1770 North Vine Street; 1746-1764 North Ivar Avenue; 1733-1741 Argyle Avenue; and 6236, 6270, and 6334 West Yucca Street, generally bounded by Yucca Street on the north, Ivar Avenue on the west, Argyle Avenue on the east, and adjacent development and Hollywood Boulevard on the south (Project Site), and bifurcated by Vine Street. The portion of the Project Site located between Ivar Avenue and Vine Street is identified as the "West Site", and the portion located between Vine Street and Argyle Avenue is identified as the "East Site".

The Draft EIR for the Original Project included the analysis of eight alternatives, including the Office, Residential and Commercial Alternative (Alternative 8). The City has determined that Alternative 8 is a feasible and preferred alternative by the Lead Agency that meets the Project Objectives identified in the Draft EIR. Alternative 8 provides a significant increase of commercial office use with a modest reduction of retail and restaurant uses and reduces the total number of residential units from 1,005 to 903 units, which still include 133 affordable senior units. As the Project Site is located in the Hollywood Center area of the Hollywood Community Plan (Community Plan), where the Community Plan states that the "center area shall function 1) as the commercial center for Hollywood and surrounding communities and 2) as an entertainment center for the entire region," Alternative 8 best meets the Community Plan's functions for the Hollywood Center area since Alternative 8 proposes a greater balance of jobs-producing uses while providing housing, including the same number of senior affordable units as the Original Project. Moreover, the environmental impacts of Alternative 8 are similar to the Original Project, in that Alternative 8 would be constructed on the same Project Site and does not elevate any impacts identified as less-than-significant, or less-than-significant with mitigation under the Original Project to a significant and unavoidable impact. Additionally, as discussed in the Draft EIR, Alternative 8 shall be subject to all regulatory measures, project design features and mitigation measures identified for the Original Project.

Alternative 8 involves the preservation of the Capitol Records Building and the Gogerty Building (Capitol Records Complex), removal of other remaining existing uses (surface parking lots and a storage structure) on a 4.46-acre Project Site, and the development of up to 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 retail/restaurant space, within three new mixed-use buildings (West Building, West Senior Building and East Office Building). Alternative 8 would include approximately 33,105 square feet of publicly accessible open space at the ground level, which includes a paseo through the East and West Sites, connecting Argyle Avenue to Ivar Avenue. Alternative 8 would have a maximum FAR of 7:1, which includes 1,287,100 square feet of new development and the existing, approximately 114,303-square-foot Capitol Records Complex (consisting of the 92,664-square-foot Capitol Records Building and the 21,639-square-foot Gogerty Building), for a total floor area of 1,401,403 square feet.

Due to refinements to the architectural plans for Alternative 8, the Project, as approved, is a modified version of Alternative 8, which proposes up to 365,943 square feet of office uses, and up to 26,874 square feet of retail/restaurant space, whereas the Draft EIR analyzed up to 386,347

square feet of office uses, and up to 27,140 square feet of retail/restaurant space. As the unit mix and count and total square footage associated with the proposed development remain unchanged, the modified version of Alternative 8 is slightly reduced in scope for the purposes of CEQA analysis. Therefore, all statements, findings and conclusions related to Alternative 8 would also apply to the modified version of Alternative 8.

The City of Los Angeles (City), as Lead Agency, has evaluated the environmental impacts of implementation of Alternative 8 by preparing an EIR (Case Number ENV-2018-2116-EIR/State Clearinghouse No 2018051002). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code (PRC) Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND.

For purposes of CEQA and these Findings, the Record of Proceedings for Alternative 8 includes (but is not limited to) the following documents:

Initial Study. The Original Project was reviewed by the Los Angeles Department of City Planning (for the City of Los Angeles, the Lead Agency) in accordance with the requirements of the CEQA (PRC 21000 et seq.). The City prepared an Initial Study in accordance with Section 15063(a) of the CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.).

Notice of Preparation. Pursuant to the provisions of Section 15082 of the CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on August 30, 2018, and ending on September 27, 2018. The NOP also provided notice of a Public Scoping Meeting held on September 12, 2018. The purpose of the NOP and Public Scoping Meeting was to formally inform the public that the City was preparing a Draft EIR for the Original Project and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and Public Scoping Meeting were submitted to the City by various public agencies, interested organizations and individuals. The NOP, Initial Study, Scoping Meeting Materials, and NOP and Scoping Meeting comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR evaluated in detail the potential effects of the Original Project. It also analyzed the effects of a reasonable range of alternatives to the Original Project, including a “No Project” Alternative and Alternative 8, the Office, Residential and Commercial Alternative. The Draft EIR for the Original Project (State Clearinghouse No. 2018051002), which includes Alternative 8, incorporated herein by reference in full, was prepared pursuant to CEQA and the City’s CEQA Guidelines (City of Los Angeles CEQA Guidelines). The Draft EIR was circulated for a 47-day public comment period beginning on April 16, 2020 and ending on June 1, 2020. A Notice of Availability (NOA) was distributed on April 16, 2020, to all property owners and occupants (including businesses) located within 500 feet of the Project Site and all interested parties, which informed them of where they could view the document and how to comment.

The Draft EIR, including the documents referenced in the Draft EIR, were available for public review online at the Department of City Planning’s website, in the following location: <https://planning.lacity.org/development-services/eir/hollywood-center-project-1>.

The Draft EIR, including the documents referenced in the Draft EIR, were also available for

purchase on CD-ROM, USB flash drive or in hard copy by containing the Project Planner; however, when a request was made to the Department of City Planning for a copy, the copy was provided without charge. The Draft EIR, including the documents referenced in the Draft EIR, and the whole of the case file, was made available for public review, by appointment only, at the City of Los Angeles, Department of City Planning, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m. Finally, although public libraries serving the area involved were closed during the Draft EIR public review period, copies of the Draft EIR, including the documents referenced in the Draft EIR, were provided to the following Library Branches: 1) Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071; 2) Frances Howard Goldwyn – Hollywood Regional Library, 1623 North Ivar Avenue, Los Angeles, CA 90028; 3) Will & Ariel Durant Branch Library, 7140 West Sunset Boulevard, Los Angeles, CA 90046; 4) John C. Fremont Branch Library, 6121 Melrose Avenue, Los Angeles, CA 90038. Notices were filed with the Los Angeles County Clerk on April 16, 2020.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on April 16, 2020, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City released a Final EIR for the Original Project, including all alternatives, on September 3, 2020, which is hereby incorporated by reference in full. The Final EIR includes the Draft EIR which is incorporated by reference. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment Chapter 2, *Responses to Comments*, of the Final EIR. On September 3, 2020, responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties.

Public Hearing. A noticed public hearing for the Original Project, including Alternative 8, was held by the Deputy Advisory Agency/Hearing Officer on behalf of the City Planning Commission on August 26, 2020.

For purposes of CEQA and these Findings, the Record of Proceedings for Alternative 8, includes (but is not limited to) the following documents and other materials that constitute the administrative record upon which the City approved Alternative 8. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Original Project and Alternative 8 plans and application materials including supportive technical reports;
- The Draft EIR and Appendices, and the Final EIR and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for Alternative 8;
- The City of Los Angeles General Plan and related EIR;
- The Southern California Association of Governments (SCAG)'s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-240 RTP/SCS) and related EIR (SCH No. 2015031035);
- The City of Los Angeles Municipal Code (LAMC), including, but not limited, to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared

by any City commissions, boards, officials, consultants, or staff relating to the Original Project and Alternative 8;

- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <http://planning.lacity.org> (to locate the documents, click on the "Development Services" tab, then under the Environmental Review header, click on the "Published Documents" link, followed by the "Environmental Impacts Reports" tab, and search for "Hollywood Center Project", where the Draft and Final EIR are made available), at the Department of City Planning, and made available to anyone who requests a digital or hard copy.

Environmental Leadership Development Program (ELDP). On August 16, 2018, the Project was certified by the Governor as an ELDP Project under the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900), which is codified in PRC Sections 21178 through 21189.3. While not otherwise required for EIRs, as an ELDP Project, the City, as Lead Agency, has prepared the record of proceedings concurrently with the administrative process, and posted all documents and other materials placed in the record of proceedings on, and in downloadable form, the City's website commencing with the date of the release of the Draft EIR.

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

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

- 1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should

be, adopted by that other agency.

- 3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for Alternative 8 as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of Alternative 8. For each environmental issue analyzed in the EIR where the environmental impacts are either no impact or a less-than-significant impact without mitigation, a summary is provided. For each environmental issue analyzed in the EIR where the environmental impacts are less-than-significant with mitigation or significant and unavoidable, the following information is provided:

The findings provided below include the following:

- Description of Significant Effects - A description of the environmental effects identified in the EIR.
- Project Design Features - A list of the project design features or actions that are included as part of Alternative 8 (with all references to “Project” meaning Hollywood Center Project – Alternative 8).
- Mitigation Measures - A list of the mitigation measures that are required as part of Alternative 8 to reduce identified significant impacts (with all references to “Project” meaning Hollywood Center Project – Alternative 8).
- Finding - One or more of the three possible findings set forth above for each of the significant impacts.
- Rationale for Finding - A summary of the rationale for the finding(s).
- Reference - A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

IV. DESCRIPTION OF PROJECT

Alternative 8 involves the preservation of the Capitol Records Building and the Gogerty Building (Capitol Records Complex), removal of other remaining existing uses (surface parking lots and a storage structure) on a 4.46-acre Project Site, and the development of up to 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 retail/restaurant space, within three new mixed-use buildings (West Building, West Senior Building and East Office Building). Alternative 8 would include approximately 33,105 square feet of publicly accessible open space at the ground level, which includes a paseo through the East and West Sites, connecting Argyle Avenue to Ivar Avenue. Alternative 8 would have a maximum FAR of 7:1,¹ which includes 1,287,100 square feet of new development and the existing, approximately 114,303-square-foot Capitol Records Complex (consisting of the 92,664-square-foot Capitol Records Building and the 21,639-square-foot Gogerty Building), for a total floor area of 1,401,403 square feet. The total FAR would be the same as under the Original Project, although the total overall floor area for Alternative 8 would be 50 square feet less than the Original Project.

The West Site would be developed with two residential structures. The West Building, along Vine Street, would be 48 stories (with an additional rooftop mechanical level) and reach a height of 545 feet at the top of the 48th story and 595 feet at the top of the bulkhead. The West Senior Building, at the southeast corner of Yucca Street and Ivar Avenue, would be 13 stories and reach a height of 169 feet at the top of the 13th story and 209 feet at the top of the bulkhead. The East Site would be developed with the East Office Building containing 386,347 square feet of office uses. The building would be 17 stories and reach a height of 317 feet at the top of the 17th story and 367 feet at the top of the bulkhead. The commercial uses would be distributed between the East and West Sites, with a commercial space located at the ground floor on the corner of Yucca Street and Ivar Avenue and along Vine Street on the West Site, and along Argyle Avenue on the East Site. Alternative 8 includes a five-level subterranean parking garage with one level of enclosed at-grade parking on the West Site, and a seven-level subterranean parking garage on the East Site containing a total of 2,237 parking spaces.

Due to refinements to the architectural plans for Alternative 8, the Project, as approved, is a modified version of Alternative 8, which proposes up to 365,943 square feet of office uses, and up to 26,874 square feet of retail/restaurant space, whereas the Draft EIR analyzed up to 386,347 square feet of office uses, and up to 27,140 square feet of retail/restaurant space. As the unit mix and count and total square footage associated with the proposed development remain unchanged, the modified version of Alternative 8 is slightly reduced in scope for the purposes of CEQA analysis. Therefore, all statements, findings and conclusions related to Alternative 8 would also apply to the modified version of Alternative 8.

Alternative 8 is a mixed-use residential and commercial development located on an infill site as the Project Site is within an urban area that had been previously developed. The Project Site is located entirely within a transit priority area (TPA), as defined by the City and PRC Section 21099, and within a Southern California Association of Governments (SCAG) designated High Quality Transit Area (HQTA) as it is located 600 feet north of the Metro Red (B) Line Hollywood/Vine Station within one-half mile (2,640 feet) of a major transit stop. An HQTA is defined as a generally walkable transit village or corridor that is within one-half mile of fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15-minutes or less during peak commute hours. Local jurisdictions are encouraged to focus housing and employment

¹ The Draft EIR, the Deputy Advisory Agency and Hearing Officer Notice of Public Hearing, and the VTT Staff Report identified a 6.973:1 FAR, as it was assumed that the Applicant's requested sidewalk and alley mergers would be approved and, thus, were included as part of the lot area when calculating the total FAR. However, the Deputy Advisory Agency only partially approved the requested mergers which results in a slight change in the FAR calculation to 6.994:1. It should be noted that the square footage of the proposed uses remains the same.

growth within HQTAs.

V. NO IMPACT OR LESS THAN SIGNIFICANT IMPACT WITHOUT MITIGATION

A. ENVIRONMENTAL TOPICS DETERMINED TO BE NO IMPACT OR LESS THAN SIGNIFICANT IMPACT IN THE INITIAL STUDY.

The Department of City Planning prepared an Initial Study, which was included as Appendix A-2 of the Draft EIR. The Initial Study provided a detailed discussion of the potential environmental impact areas and the reasons that each topical area was or was not analyzed further in the Draft EIR and determined which impact area had no impact or a less-than-significant impact; these determinations are equally applicable to the alternatives considered in Chapter V, *Alternatives*, of the Draft EIR. The City determined through the Initial Study and, where applicable, the Draft EIR, that as described for the Original Project in the Initial Study, all of which is equally applicable to Alternative 8, there is no substantial evidence that Alternative 8 could cause significant environmental effects in the following areas for the following reasons:

1. Agricultural and Forest Resources: The Project Site is currently developed with commercial buildings and ancillary surface parking. No agricultural uses or related operations or farmland designations are present on the Project Site or in the surrounding urbanized area.

2. Biological Resources: Due to the urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for candidate, sensitive, or special status species, beyond potential tree habitat for nesting birds. Similarly, the Project Site does not include any wildlife corridors, wetlands or conflict with regulation protecting biological resources, including the City's protected tree ordinance. Should nesting in the trees that would be removed during Alternative 8 construction be encountered on-site, Alternative 8 would comply with the Migratory Bird Treaty Act to protect and avoid disturbance of the nesting birds.

3. Landslides: The Project Site is located in an urbanized area on relatively flat terrain and is not located in proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site.

4. Septic Systems: The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. Alternative 8 would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems.

5. Flooding: The Project Site is not located within a 100-year flood hazard area; as such, Alternative 8 would not place structures which would impede or redirect flood flows.

6. Habitat Conservation Plans: The Project Site is not located within or near a habitat conservation plan or natural community conservation plan or a sensitive ecological area and does not contain vegetation and natural habitat and, thus, does not support sensitive natural communities or violate habitat conservation plans.

7. Mineral Resources: The Project Site is not (1) classified by the City as containing significant mineral deposits; (2) located near any oil fields and no oil extraction activities have historically occurred at the Project Site; or (3) designated as a mineral production area or extraction area.

8. Airstrips or Airport Proximity or Plans: There are no private airstrips in the vicinity of the Project Site, and the Project Site is not located in a City-designated Airport Hazard Zone or an airport land use plan.

9. Population or Housing Displacement: There is no housing currently on the Project Site, and, therefore, Alternative 8 would not displace housing or people. Alternative 8 would not create a physical barrier or otherwise disrupt the physical arrangement of an existing community since it includes physical enhancements to pedestrian activities and, therefore, encourages connectivity to and through the Project Site.

10. Air Traffic Patterns: As the nearest airport is approximately 6.5 miles from the Project Site, Alternative 8 would not be within any flight paths, does not propose any construction that would require notification of the Federal Aviation Administration, and would not result in a change in air traffic patterns, including increases in traffic levels or changes in location that would result in substantial safety risks.

B. ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT WITHOUT MITIGATION BY THE EIR.

Impacts of the Original Project that were determined to be less than significant in the EIR and that require no mitigation are identified below. The City has reviewed the record and determined that for the reasons set forth in Section IV, *Impacts Analysis*, which apply equally to Alternative 8, and in Chapter V, *Alternatives*, pages V-272 to V-315, of the Draft EIR, and Chapter 3, *Revisions, Clarifications, and Corrections of the Draft EIR*, and Appendix B-1, *Plans, Renderings and Visual Drawings*; Appendix B-2, *Supplemental Resources Analysis*; Appendix B-3, *Supplemental Geotechnical Analysis*; Appendix B-4, *Supplemental Transportation Analysis*; Appendix C, *Tribal Correspondence*; Appendix D, *LADOT Correspondence*; and Appendix E, *Supplemental Project Construction Air Quality Analysis*, of the Final EIR, the impacts of Alternative 8 on each of the following environmental topical areas would be the same as, less than the less-than-significant impacts, or greater than but still less-than-significant without mitigation as the Original Project, and, therefore, no mitigation and no additional findings as to Alternative 8 are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

1. Aesthetics

(a) Impact Summary:

As described on page V-279 of Chapter V, *Alternatives*, of the Draft EIR, Alternative 8 represents infill development proposed within a TPA, and, therefore, pursuant to PRC Section 21099(d)(1) and the City's Zoning Information (ZI) File No. 2452, aesthetic impacts on the environment are not considered significant. Evaluation of Alternative 8's physical impacts associated with aesthetics is not required in the EIR.

2. Air Quality (Other than Cumulative Increase of Criteria Pollutants and Construction Toxic Air Contaminants [TACs])

(a) Impact Summary:

(i) Consistency or Conflict with Air Quality Management Plan:

As described on page V-282 of the Draft EIR, Alternative 8 would include new development on the Project Site that would generate new criteria pollutant emissions. However, similar to the Original Project, Alternative 8 would be consistent with the goals of SCAG's 2016-2040 RTP/SCS and growth projections in the 2016 Air Quality Management Plan (AQMP), since the growth would occur in a HQTAs and a TPA. As with the Original Project, Alternative 8 would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction during construction and operation. In addition, Alternative 8 would also be consistent with applicable goals, objectives, and policies of the Air Quality Element of the General Plan that support and encourage pedestrian activity in the Hollywood area and land uses that contribute to a land use pattern addressing housing needs while reducing vehicle trips and air pollutant emissions within a TPA. For all of these reasons, impacts under Alternative 8 with respect to consistency with air quality management plans would be less than significant and would be similar to the Original Project.

(ii) Cumulative Increase of Criteria Pollutants (Other than Nitrogen Oxide):

As described on page V-283 of the Draft EIR, construction and operational emissions of Alternative 8 would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants of ozone precursors of volatile organic compounds (VOCs), carbon monoxide (CO), sulfur dioxide (SO₂) and particulate matter (PM₁₀ and PM_{2.5}). With respect to the State-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride), Alternative 8 would either not emit them (i.e., hydrogen sulfide and vinyl chloride) or they were accounted for as part of the pollutants estimated in the Draft EIR analysis (i.e., sulfates and visibility reducing particles). Therefore, Alternative 8 impacts related to criteria pollutant emissions (with the exception of NO_x) would be less than significant without mitigation and would be similar to the Original Project.

(iii) Exposure of Sensitive Receptors to Substantial Pollutant Concentrations:

a. Localized Emissions:

As described on pages V-283 through V-284 of the Draft EIR and page 3-49 of the Final EIR, maximum localized construction emissions for sensitive receptors would be below the localized screening thresholds for NO_x, CO, PM₁₀, and PM_{2.5}, and, therefore, impacts to sensitive receptors would be less than significant without mitigation under Alternative 8 and similar to the Original Project. However, although Alternative 8 would have a similar scale of construction and overall building massing when compared to the Original Project, natural gas usage, which is an indicator of localized emissions, would be approximately 10 percent higher compared to the Original Project. As such, Alternative 8's impacts related to localized emissions would be less than significant without mitigation but greater than the Original Project as the increase would not cause Alternative 8 to exceed thresholds of significance.

b. Carbon Monoxide:

As described on page V-284 of the Draft EIR, and Appendix B-4 of the Final EIR, vehicle trips would be higher under Alternative 8 than under the Original Project. However, total traffic volumes would likely have to more than double to cause or contribute to a CO hotspot impact. As with the Original Project, Alternative 8 would not cause traffic volumes to double at the maximum impacted

intersection of Vine Street and Sunset Boulevard. Thus, Alternative 8 would not cause or contribute considerably to the formation of CO hotspots, and impacts would be less than significant without mitigation. However, because Alternative 8 would have a greater increase in daily vehicle trips, impacts would be greater than the Original Project but still less than significant as the increase would not double the traffic volumes.

c. Operation TACs:

As described on pages V-284 through V-285 of the Draft EIR, Alternative 8 operation would only result in minimal TAC emissions since Alternative 8 uses are not those types of uses associated with significant TAC emissions (such as truck stops and warehouse distribution centers). Commercial users would be required to comply with applicable regulations, such as SCAQMD rules for restaurant operations and with respect to consumer products. However, with its office component, there would be more delivery trucks to the Project Site under Alternative 8 than under the Original Project. Nonetheless, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the Project Site, as with the Original Project, potential long-term operational impacts associated with the release of TACs under Alternative 8 would be minimal, regulated, and controlled, and would not be expected to exceed the applicable SCAQMD numerical significance thresholds. Therefore, operation of Alternative 8 would not expose sensitive receptors to substantial TAC concentrations, and operational impacts would be less than significant without mitigation and would be similar to the Original Project.

(iv) Other Emissions Affecting a Substantial Number of People:

As described on pages V-285 through V-286 of the Draft EIR, activities under Alternative 8 would potentially generate other emissions, such as those leading to odors. These may include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, Alternative 8 would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD rules, construction activities and materials are not expected to result in emissions that would create objectionable odors affecting a substantial number of people. Additionally, operation of Alternative 8 would not involve land uses typically associated with odor complaints, such as agricultural uses or food processing plants. Thus, Alternative 8 is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, odor and other emissions impacts under neither Alternative 8 construction nor operation would result in emissions of odors which would affect a substantial number of people. Therefore, impacts would be less than significant without mitigation and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.B-74 through IV.B-77 of the Draft EIR, which are equally applicable to Alternative 8, the City has determined, pursuant to SCAQMD guidance that the approach to address the cumulative air quality impacts, the Lead Agency would use the same significance thresholds for project-specific and cumulative impacts. Therefore, when project-specific impacts are determined to be significant, cumulative impacts are deemed to be significant as well. Accordingly, similar to the Original Project for all air quality impacts discussed above where Alternative 8 would have less-than-significant impacts without mitigation, Alternative 8's cumulative impacts would also be less than significant without mitigation. However,

for Alternative 8 air quality impacts that are potentially significant, mitigation measures are required to reduce the impact to less than significant at the Project-level and cumulative level.

(c) Project Design Features:

The City finds that Project Design Feature GHG-PDF-1 (Green Building Features) described below in the Greenhouse Gas Emissions Section of these Findings, will allow Alternative 8 to achieve a LEED Gold Certification level or equivalent, which will reduce emissions from Alternative 8. However, while the residential component of Alternative 8 would achieve LEED Gold Certification, the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification.

(d) Conclusion:

As described on pages V-282 through V-286 and pages IV.B-46 through IV.B-58 and pages IV.B-64 through IV.B-74 of the Draft EIR, and summarized above, the City has determined that, with implementation of applicable Project Design Features and compliance with applicable regulations, Alternative 8 would have less-than-significant impacts without mitigation with regards to the following: construction, operation, and cumulative impacts related to conflicts with implementation of applicable air quality plans; exposure of sensitive receptors to substantial pollutant concentrations, other than TACs during construction; and exposure to other emissions, such as those leading to odors. Therefore, no additional mitigation measures are necessary, and no additional findings are required.

3. Cultural Resources (Other than Off-Site Historical Resources)

(a) Impact Summary:

(i) Historical Resources

a. Direct Impacts Only Other than to the Hollywood Walk

of Fame:

As described for the Original Project on pages IV.C-51 through IV.C-53 of the Draft EIR, which is equally applicable to Alternative 8, and on page V-286 of the Draft EIR, and in Appendix B-2, *Supplemental Historical Resources*, of the Final EIR, the on-site Capitol Records and Gogerty Buildings are historical resources. However, Alternative 8 does not involve the demolition, relocation, rehabilitation, alteration, or conversion of these buildings. All of their exterior character-defining features, as well as the Capitol Records Building's interior recording studios and reverberation chambers, would remain and continue to convey their historical significance.

As to the Capitol Records Building, as described on pages IV.C-51 through IV.C-52 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 or the Final EIR, while Alternative 8 may alter a portion of the existing surface parking lot located on the Capitol Records Building parcel immediately east of the Capitol Records Building at the building's rear, if it were to occur, Alternative 8 would reconfigure a small portion of the southern end of the parking lot, where it abuts the adjoining parking lot to the south, as landscape area. This alteration would not remove or destroy any portion of the Capitol Records Building, and the building's existing massing, form, and architectural features would remain intact and unchanged. Thus, Alternative 8 would not affect the integrity of location, design, materials, or workmanship of the Capitol Records Building. Because the Capitol Records Building would retain integrity of location, design,

materials, and workmanship, it would continue to reflect its architectural significance. Therefore, integrity of feeling would also remain unaffected because all the existing physical elements that characterize the Capitol Records Building would continue to convey the property's historic significance, and, as such, integrity of association would also remain unaffected by Alternative 8. As described on pages V-279 through V-280 and V-286 through V-287 of the Draft EIR, the only aspect of integrity with the potential for substantial adverse effects associated with Alternative 8 is setting. As described on pages IV.C-58 through IV.C-59 of the Draft EIR, and Appendix B-2 of the Final EIR, the protection of the historical significance of the Capitol Records Building is a stated objective of the Original Project. To meet that objective, Alternative 8 includes setbacks, grade-level open space, and tower massing that would maintain important public street views to the Capitol Records Building and would ensure that new construction would be appropriately distanced so that the mass and scale would not obscure the distinctive shape and architectural features of the Capitol Records Building from public view.

Similar to the Original Project, architecture has been purposely designed to respond to the architectural character of the Capitol Records Building, with the curving façades of the East and West Buildings facing the Capitol Records Building echoing the cylindrical form of the Capitol Records Building. As such, Alternative 8 has been designed to complement the architectural character of the Capitol Records Building. Therefore, as Alternative 8 would not affect the location, design, materials, or workmanship of the Capitol Records Building, the direct impacts of Alternative 8 would not materially impair the building such that it would no longer convey its historic significance. As such, Alternative 8's direct impacts to the Capitol Records Building would be less than significant without mitigation and would be similar to the Original Project.

As to the Gogerty Building, as described for the Original Project on page IV.C-53 of the Draft EIR, which is equally applicable to Alternative 8, and page V-286, of the Draft EIR, and Appendix B-2 of the Final EIR, alteration of the Gogerty Building's surroundings would not affect the integrity of location, design, materials, or workmanship of the Gogerty Building. The building would remain intact in its current location. Therefore, integrity of feeling would also remain unaffected because all the existing physical elements that characterize the Gogerty Building would continue to convey the property's historic significance. Since the Gogerty Building would retain integrity of location, design, materials, workmanship, and feeling, it would continue to reflect its architectural significance; therefore, integrity of association would also remain unaffected by Alternative 8. The only aspect of integrity with potential for substantial adverse effects associated with Alternative 8 is setting. Setting features important to the Gogerty Building, however, are limited to the configuration of street and sidewalk fronting the building's north- and west-facing façades, which would remain unchanged by Alternative 8. The larger setting, particularly parcels immediately north, south, east, and west have all been redeveloped since the original construction of the Gogerty Building and are not an important aspect of its surroundings. Therefore, the Gogerty Building would also retain integrity of setting, and its historic integrity would be retained. After construction of Alternative 8, the Gogerty Building would remain intact and in its original location, and all of the building's important character-defining features, including the two-story massing, curved street-facing façade, recessed window and door openings, stepped entry surrounds and decorative vertical piers, would remain unchanged and continue to convey its historic significance. Therefore, no direct impacts on the Gogerty Building would occur, and impacts would be less than significant without mitigation and would be similar to the Original Project.

As to the historical resources adjacent to the Project Site, (Pantages Theatre, Avalon Hollywood, and Art Deco Building at 6316-6324 Yucca Street), as described for the Original Project on pages IV.C-53 through IV.C-57 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, Alternative 8 does not include the demolition, relocation,

rehabilitation, alteration, relocation, or conversion of these buildings. Therefore, they would remain unchanged and in their original location after implementation of Alternative 8. As such, their significance as historical resources would remain intact and their eligibility as a historical resource would be unaffected. Therefore, since no direct impacts on these adjacent historical resources would occur, Alternative 8 would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, and impacts would be less than significant without mitigation and would be similar to the Original Project.

As described for the Original Project on page IV.C-56 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, in addition to the historical resources located on and adjacent to the Project Site, there are many other historical resources located in the vicinity, including, but not limited to, a number of contributing and non-contributing buildings to the historic Hollywood Boulevard Commercial and Entertainment District (Hollywood Boulevard District), the Vista Del Mar/Carlos District, and the Hollywood North Multi-Family Residential District. Alternative 8 does not include the demolition, relocation, rehabilitation, alteration, or conversion of any of these individually eligible or contributing or non-contributing historical resources in the vicinity of the Project Site. These historical resources are separated from the Project Site and would remain physically intact after implementation of Alternative 8. Therefore, as there would be no direct impacts on historical resources in the vicinity, Alternative 8 would not cause a substantial adverse change in the significance of these historical resources as defined in CEQA Guidelines Section 15064.5, and impacts would be less than significant without mitigation and similar to the Original Project.

b. Indirect Impacts (Other than Off-Site Resources with the Exception of the Hollywood Walk of Fame):

As described for the Original Project on pages IV.C-57 through IV.C-63 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-286 through V-287 of the Draft EIR, and Appendix B-2 of the Final EIR, like the Original Project, Alternative 8 would not demolish or cause an adverse material change in the eligibility of any historical resources within the Project Site. As described in Appendix B-2 of the Final EIR, while both the East Building and West Building would be taller than the Capitol Records Building, on the East Site, height and density would be reduced substantially under Alternative 8, in comparison with the Original Project. Alternative 8 would construct a single building that rises to 17 stories at its western end facing Vine Street, and steps down to 12 stories at its eastern end facing Argyle Avenue. In contrast, the Original Project included a 46-story tower and a second 11-story building on the East Site. Nonetheless, the juxtaposition of the taller buildings would alter the visual perception of the Capitol Records Building, which historically has been one of the taller and more prominent buildings on the Hollywood skyline until the late 1960s when several taller buildings were constructed on Sunset Boulevard. Similar to the Original Project, maintaining the historical significance of the Capitol Records Building is an important component of Alternative 8, which would have the added benefit of reduced height and density on the East Site immediately south of the 13-story Capitol Records Building. As with the Original Project, Alternative 8 includes setbacks, grade-level open space, and tower massing that would maintain important public street views to the Capitol Records Building and would ensure that new construction would be appropriately distanced so that the mass and scale would not obscure the distinctive shape and architectural features of the Capitol Records Building from public view.

Additionally, similar to the Original Project, the West and East Buildings under Alternative 8 would be asymmetrically centered on Vine Street, to highlight the Capitol Records Building prominently. Both tower portions of the East Building and West Building would be convex shaped in plan with

both buildings sited so that the tower mass tapers in toward Vine Street. On the East Site, the southwest corner of the proposed new tower building would be set back from Vine Street with the tower façade curving away from Vine Street and pulling away from the Capitol Records Building. A grade-level public plaza and paseo would create a “buffer zone” between the East Site new development and the Capitol Records Building so that Capitol Records Building’s visual prominence along Vine Street is maintained. The plaza and paseo would also provide new public opportunities for closer viewing of the south and east façades of the Capitol Records Building. Similarly, on the West Site, the West Tower would be set back 15 feet from Vine Street at the southeast corner and curve away from Vine Street along the eastern façade. In this way, important views from Vine Street and from US-101 would be maintained.

However, as with the Original Project, the maximum building heights under Alternative 8 (48 stories and 13 stories on the West Site and 17 stories on the East Site) would alter the larger setting of the area and, potentially, the historic setting of the Hollywood Boulevard District. As with the Original Project, the Hollywood Boulevard District is primarily characterized by low massing compared to larger, taller buildings under Alternative 8. Hollywood has been characterized by such juxtapositions since the late 1950s when the prevailing height limit of 150 feet was removed and larger scale development ensued, altering the former low-scale setting of the area. While the introduction of additional tall buildings would continue this pattern of development and change to the historic setting, the historic significance of historical resources in the area would not be materially impaired. Alternative 8’s tallest West Building (48 stories) would be two stories taller than the Original Project’s tallest 46-story East Building; however, the East Office Building under Alternative 8 at 17 stories would be shorter than the 35-story West Building under the Original Project. Due to the varying building heights and masses, the extent of indirect impacts between Alternative 8 and the Original Project would not be substantially different. Therefore, indirect impacts associated with contrasting building heights and massing would be less than significant without mitigation and would be similar to the Original Project.

As to the indirect impacts on the Hollywood Walk of Fame, as described for the Original Project on pages IV.C-63 through IV.C-64 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, the larger setting of the Hollywood Walk of Fame would remain largely unaffected as this setting would remain essentially unchanged with Alternative 8, with the exception of the removal of five existing curb cuts. Although elimination of these curb cuts would alter the current setting, these changes would improve and help restore continuity to the Hollywood Walk of Fame as a continuous element oriented towards pedestrians, by reducing vehicle conflicts and interference with pedestrian activity at these junctures. Therefore, the Hollywood Walk of Fame would retain its integrity of setting after construction of Alternative 8 and would continue to convey its historical significance as a decorative sidewalk oriented towards pedestrian circulation. While Alternative 8 would alter the immediate surroundings, this alteration would not materially impair the Hollywood Walk of Fame such that it would no longer convey its historic significance. Therefore, Alternative 8 would cause less-than-significant impacts related to setting without mitigation and would be similar to the Original Project.

With respect to all other historical resources in the vicinity of the Project Site, as described for the Original Project on pages IV.C-79 through IV.C-80 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, these resources are physically separated from the Project Site by other buildings, streets, or distance. Nonetheless, the possibility exists for the majority of these historical resources in the vicinity of the Project Site to have views of it. However, these possible views would not indirectly impact the historical resource’s integrity in terms of setting, feeling, and association, given that the views would not be from the primary façades and the distance between these historical resources and the Project Site. As described in Table IV.C-

5, *Summary of View Analysis for Identified Historical Resources in the Project Vicinity*, of the Draft EIR, which is equally applicable to Alternative 8, the indirect impacts related to setting these resources would be less than significant without mitigation and would be similar to the Original Project.

In regard to the setting of Alternative 8 as it relates to the Hollywood Boulevard District, as described for the Original Project on pages IV.C-71 through IV.C-79 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, Alternative 8 would be located on surface parking areas and would not have a significant adverse impact on the historic setting that contributes to the eligibility of historical resources on the Project Site or in the immediate vicinity. In addition to the fact that there are buildings located between the Project Site and the Hollywood Boulevard District, the historic setting that contributes to the eligibility of the Hollywood Boulevard District is largely contained within and experienced from inside the Hollywood Boulevard District. Adding considerable height and mass north of the Hollywood Boulevard and outside of the Hollywood Boulevard District's boundaries would not adversely affect the setting of the Hollywood Boulevard District such that its listing in the National Register would be threatened. While Alternative 8 would introduce new high-rise buildings onto the parking areas on the Project Site, and these high-rise buildings would be partially visible in the background behind the Hollywood Boulevard District when viewed from the south from the Hollywood Boulevard and Vine Street intersection north to the Capitol Records Building and the Project Site, they would not have a significant impact on the Hollywood Boulevard District. When viewed along the main north-south and east-west corridors along Vine Street and Yucca Street, respectively, the Capitol Records Building would remain visually prominent, and existing views of the primary façades of the Gogerty Building, the commercial buildings along Yucca Street, and the Art Deco storefronts on Yucca Street would remain. Therefore, Alternative 8 would not materially impair the historic setting of historical resources on the Project Site or in the Project vicinity.

For all the foregoing reasons, indirect impacts would be less than significant in regard to the historic setting without mitigation and would be similar to the Original Project.

(ii) Human Remains:

As described on page V-287 of the Draft EIR, although no human remains were identified during a survey of the Project Site and no known human remains have been recorded within the Project Site or a 0.5-mile radius, the overall sensitivity of the Project Site with respect to archaeological resources is moderate to high in light of the level of excavation proposed for Alternative 8 that would encounter previously unexcavated areas. In the event that human remains are encountered during excavation and grading activities, compliance with applicable regulatory mandates including PRC Section 5097.98 with regard to tribal human remains, ensure that Alternative 8's impacts on human remains would be less than significant without mitigation and would be similar to the Original Project.

(b) Cumulative Impact:

For the reasons set forth for the Original Project, on pages IV.C-88 through IV. 92 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 would have less-than-significant direct impacts on historical resources other than the Hollywood Walk of Fame, which is discussed under Cultural Resources below, and, therefore, it would not have a significant contribution to cumulative impacts related to direct impacts. Additionally, Alternative 8, would have a less-than-significant impacts related to indirect impacts other than to certain off-site buildings discussed under Significant and Unavoidable Impacts of these Findings. As a result, Alternative 8 cumulative

impacts would be less than significant without mitigation and would be similar to the Original Project.

For the reasons set for the Original Project on pages IV.C-92 through IV.C-93 of the Draft EIR, which are equally applicable to Alternative 8, impacts related to archaeological resources related to human remains are in most cases site-specific because they occur on a project level as a result of a project's ground disturbance activities during construction. Additionally, as with Alternative 8, the related projects would be required to comply with applicable laws regarding human remains. Therefore, Alternative 8 would not have a significant contribution to cumulative impacts on human remains and, as a result, impacts would be less than significant without mitigation and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with respect to cultural resources.

(d) Conclusion:

As described on pages V-286 through V-287 of the Draft EIR, as with the Original Project, Alternative 8 would require excavation for the subterranean parking would have less-than-significant direct impacts on historical resources and less-than-significant cumulative impacts. Therefore, the Project-specific and cumulative impacts with regard impacts to historical resources would be less than significant, and no mitigation measures are required.

As to human remains, although no known human remains are likely on the Project Site, in the event that any are uncovered during construction, Alternative 8 would be required to comply with applicable regulations. Pursuant to California Health and Safety Code Section 7050.5, PRC Section 5097.98, and California Code of Regulations Section 15806.5(e), any discovery of unrecorded human remains would require the immediate halting of construction or ground-disturbing activities and notification of the County Coroner. Additionally, if the remains are determined to be Native American in origin, a most likely descendent would be contacted to assist in determining appropriate treatment for the remains. Since related projects would be required to comply with the same regulations and since the impact on archeological resources such as human remains generally is project site-specific, Alternative 8's contribution to impacts to human remains would not be cumulatively considerable. Therefore, the Project-specific and cumulative impacts with regard to human remains would be less than significant, and no mitigation measures are required.

4. Greenhouse Gas Emissions

(a) Impact Summary:

As described on page IV.E-43 of the Draft EIR, in the absence of any adopted quantitative threshold, the significance of a project's greenhouse gas (GHG) emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the project complies with applicable plans, policies, regulations and requirements adopted for the purpose of reducing the emissions of GHGs. As explained in the Draft EIR, compliance with a GHG emissions reduction plan renders a less-than-significant impact. The analyses in the Draft EIR, demonstrate that Alternative 8 is consistent with the applicable GHG emission reduction plans and policies included within the 2017 Climate Change Scoping Plan, the SCAG 2016-2040 RTP/SCS, the City of L.A.'s Green New Deal (Sustainable City pLAn 2019), and Los Angeles Green Building Code. Therefore,

Alternative 8 would be consistent with the applicable GHG reduction plans and policies. The following is a summary of the analysis of Alternative 8's impacts related to GHG emissions:

(i) Project Consistency with Applicable Plans and Policies:

The construction and operation of the Project Site under Alternative 8 would increase GHG emissions over existing conditions. The analysis of the Original Project's consistency with applicable plans and policies described in the Draft EIR is equally applicable to Alternative 8.

For the reasons discussed for the Original Project on pages IV.E-43 through IV.E-79 of the Draft EIR, and described in Table IV.E-3, *Consistency with Applicable Climate Change Scoping Plan Greenhouse Gas Reduction Strategies*, which contains a list of GHG-reducing strategies applicable to the Original Project, all of which would be equally applicable to Alternative 8, Alternative 8 would be in compliance and, therefore, consistent, with the strategies outlined in the State's Climate Change Scoping Plan to reduce GHG emissions. Specifically, Alternative 8 would implement Project Design Features and incorporate characteristics to reduce energy use, conserve water, reduce waste generation, and reduce vehicle miles traveled (VMT) consistent with Statewide strategies and regulations.

Moreover, as described on pages V-273 and V-277 of the Draft EIR, for the proposed residential buildings on the West Site, Alternative 8 would incorporate LEED Gold Certification, while the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification. Examples of the LEED Platinum sustainability features include the following: (i) 40-percent reduction in water consumption; (ii) low-flow bathroom fixtures; (iii) storm water collection and reuse; (iv) improved daylighting on office floors to maximize the reach of natural light into the floor plates; (v) energy optimization through high-performance design; (vi) enhanced commissioning to ensure building systems are achieving their desired efficiency; (vii) self-sustaining green vegetative roofs to decrease storm water runoff, reduce heat island effect and increase biodiversity; (viii) use of regional materials to reduce the need to transport building materials; (ix) recycling room and building-wide trash and recycling; (x) bicycle program, including bicycle storage, bicycle repair and valet, bicycle share; (xi) use of recycled content, material reuse, and low-emitting materials; (xii) green power purchasing program; (xiii) on-site transit information; (xiv) enhanced refrigerant management to offset global warming potential; (xv) implementation of green cleaning throughout the Project; and (xvi) parkSmart certified parking garage, with electric charging stations, car share, rideshare, and green cleaning.

Although the listed items are the same as under the LEED Gold Certification (see Section O, *Energy Conservation and Infrastructure*, of the Draft EIR), LEED Platinum requires more points of compliance with options offered under the LEED Certification program and, therefore, is held to a higher conservation standard than under LEED Gold. The WELL Gold Certification program for Alternative 8 focuses on features that contribute to the health and well-being of occupants and visitors. The combination of the LEED Platinum and WELL Gold Certifications would create a building with exceptional sustainability benefits. Example WELL Gold Certification features include: (i) enhanced ventilation in all floors, with 30 percent more fresh air than comparable buildings; (ii) fresh air systems, with advanced air filtration with 95-percent efficiency; (iii) rigorous air and water quality testing providing high quality fresh air and high quality water; (iv) office common amenities that will provide healthy food and beverage options; (v) state-of-the-art fitness center that includes fitness equipment and programming; and (vi) showering facilities for those that bike to work and/or use the fitness center.

As a result, Alternative 8 would not conflict with applicable State Climate Change Scoping Plan

strategies and regulations to reduce GHG emissions.

For the reasons discussed for the Original Project on pages IV.E-43 through IV.E-79, of the Draft EIR, and described in Table IV.E-4, *Consistency with Applicable Southern California Association of Government (SCAG) Regional Transportation/Sustainable Communities (2016-2040 RTP/SCS) Actions and Strategies*, for the Original Project, which are equally applicable to Alternative 8, Alternative 8 would be consistent with and support the goals and benefits of the 2016-2040 RTP/SCS that are applicable to Alternative 8. As a result, Alternative 8 would be consistent with, and would not conflict with, applicable 2016-2040 RTP/SCS actions and strategies to reduce GHG emissions.

For the reasons discussed for the Original Project on pages IV.E-60 through IV.E-67 of the Draft EIR, and described in Table IV.E-5, *Comparison of Project Characteristics to Applicable City of Los Angeles Green New Deal Goals and Actions*, which contains a list of GHG emission-reducing strategies applicable to the Original Project, all of which are equally applicable to Alternative 8, Alternative 8 would be consistent with and would not conflict with the applicable goals and actions of these plans. In addition, due to the GHG emissions reducing features of Alternative 8, Alternative 8 would also result in GHG reductions beyond those specified by the City and would minimize its GHG emissions by incorporating energy efficient design features and VMT reduction characteristics. Therefore, as Alternative 8's GHG emissions would be generated in connection with a development located and designed to be consistent with the applicable City plan goals and actions for reducing GHG emissions, Alternative 8 would not conflict with these City plans adopted for the purpose of reducing GHG emissions.

For the reasons discussed for the Original Project on pages IV.E-67 through IV.E-68 of the Draft EIR, and as memorialized in Project Design Feature GHG-PDF-1 and Project Design Feature WS-PDF-1, all of which are equally applicable to Alternative 8, Alternative 8 would comply with the Los Angeles Green Building Code to reduce GHG emissions by increasing energy-efficiency beyond requirements, reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with the 2016 California Title 24 Building Energy Efficiency Standards. As per Project Design Feature GHG-PDF-1, Alternative 8 would be designed to optimize energy performance and reduce building energy cost by a minimum of 11.6 percent for new construction compared to the Title 24 Building Energy Efficiency Standards (2016), which would exceed the minimum building energy standards of the Los Angeles Green Building Code.

Alternative 8's GHG impacts would be less than significant due to its incorporation of green building features and its location within a HTQA and a TPA. Further, in consideration of the Mitigation Measures AQ-MM-1 and AQ-MM-2 and Project Design Feature GHG-PDF-1 to reduce GHG emissions, Alternative 8 would continue be consistent with applicable strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016-2040 RTP/SCS, Sustainable City pLAN, and the City's Green Building Code. were also considered as they would further contribute to the As such, similar to the Original Project, impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be less than significant under Alternative 8.

Alternative 8 would result in increased traffic and higher mobile emissions compared to the Original Project, and, therefore, maximum GHG operational emissions would be higher than the Original Project. However, Alternative 8 GHG emission impacts would be less than significant. As discussed under the transportation Findings below, Alternative 8 would result in a 4.5 household VMT per capita and a 5.0 employee VMT per capita. As such, Alternative 8 would not

exceed the household VMT threshold standard of 6.0 or the employee threshold standard of 7.6. Additionally, Alternative 8's VMT would result in lower per resident GHG emissions than the Original Project. Alternative 8's employee VMT per capita of 5.0 would be higher than its resident VMT per capita of 4.5; however, office uses associated with Alternative 8 typically generate fewer trips and VMT on weekend days when many offices are closed, which may help to limit the overall annual VMT increase of Alternative 8 as compared to the Original Project. As a result, Alternative 8 with its lower household per capita VMT compared to the Original Project and its low work VMT per employee compared to the threshold would meet the objectives of adopted policies and land use strategies to reduce GHG emissions through mixed-use development within the TPA to a higher extent than the Original Project, and, thus, impacts related to GHG reduction policies would be less than the Original Project.

(ii) GHG Emissions:

a. Construction:

As described for the Original Project on pages IV.E-68 through IV.E-70 of the Draft EIR, which is equally applicable to Alternative 8, construction emissions are temporary in nature but are still analyzed in conjunction with operation emissions to determine GHG emission impacts. Pursuant to South Coast Air Quality Management District (SCAQMD) direction, due to the potential persistence of GHGs in the environment, impacts are based on annual emissions and, in accordance with SCAQMD methodology, construction-period impacts are not assessed independent of operational-period impacts.

b. Operation:

For the reasons described for the Original Project on pages IV.E-70 through IV.E-77 of the Draft EIR, which are equally applicable to Alternative 8, and as described on page V-290 of the Draft EIR and pages 3-49 through 3-50 of the Final EIR, and discussed above in Subsection V.B.2(a)(i), the combined emissions from operation and construction, while adding to GHG emissions in the area, would not be sufficient to impact GHG emissions standards. Alternative 8 would result in a 4.5 household VMT per capita and a 5.0 employee VMT per capita. As such, Alternative 8 would not exceed the household VMT threshold standard of 6.0 or the employee threshold standard of 7.5. With incorporation of Project Design Feature GHG-PDF-1 (Green Building Features), combined with compliance with applicable air quality plans, Alternative 8 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. As such, impacts would be less than significant. However, since Alternative 8 would result in increased traffic and higher mobile emissions, maximum GHG operational emissions would be higher than the Original Project but still less than significant.

(iii) Post Buildout Emissions:

For the reasons described for the Original Project on pages IV.E-77 through IV.E-79 of the Draft EIR, all of which are equally applicable to Alternative 8, Alternative 8 would be consistent with Executive Orders S-3-05 and B-30-25, which establish a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.E-79 through IV.E-82 of the Draft EIR, which are equally applicable to Alternative 8, given Alternative 8's consistency with State,

SCAG, and City GHG emission reduction goals and objectives, Alternative 8 would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, Alternative 8's contribution to GHG emissions and their effects on climate change would not be cumulatively considerable, and Alternative 8's cumulative contribution to global climate change would be less than significant and similar to the Original Project.

(c) Project Design Features:

The City finds that Project Design Feature GHG-PDF-1, set forth below, and the water conservation features in Project Design Feature WS-PDF-1, set forth under the Water Supply Section of these Findings, and incorporated into Alternative 8, further reduce the less-than-significant GHG emissions impacts of Alternative 8. However, while the residential component of Alternative 8 would achieve LEED Gold Certification, the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification.

GHG-PDF-1: Green Building Features. The Project will achieve the USGBC LEED Gold Certification and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. A summary of key green building and LEED measures are provided below:

- The Project will incorporate heat island reduction strategies for 50 percent of the Project Site hardscapes or provide 100 percent structured parking and incorporate heat island reduction strategies for the Project roof areas.
- The Project will promote alternatives to conventionally fueled automobiles by designating a minimum of 8 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for a minimum of 30 percent of the Code-required parking spaces, with 10 percent of the Code-required spaces further improved with electric vehicle charging stations.
- The Project will optimize building energy performance with a 20 percent reduction from the LEED Version 4 (v4) baseline consistent with LEED requirements (equivalent to approximately 11.6 percent reduction from the 2016 Title 24 standards).
- The Project will reduce water consumption by 40 percent for indoor water and 100 percent for outdoor water from the LEED v4 usage baseline. The reductions would be achieved through potential strategies such as the installation of water efficient fixtures that exceed applicable standards and water efficient landscaping.

(d) Conclusion:

Alternative 8's consistency with applicable GHG reduction plans and policies plan as presented through Table IV.E-3, Table IV.E-4, and Table IV.E-5 of the Draft EIR for the Original Project, which are equally applicable to Alternative 8, demonstrate that Alternative 8 would be consistent with regulations and policies and comply with or exceed the regulations and reduction actions/strategies outlined in the Climate Change Scoping Plan, 2016-2040 RTP/SCS, the L.A.'s Green New Deal (Sustainable City pLAN 2019), and the Los Angeles Green Building Code. Additionally, Alternative 8's contribution to cumulative GHG emission impacts would not be cumulatively considerable. Therefore, the Project-specific and cumulative impacts with regard to GHG emissions would be less than significant, and no mitigation measures are required.

5. Geology and Soils (Other than Paleontological Resources During Construction)

(a) Impact Summary:

(i) Fault Rupture:

As described on pages V-287 through V-288 of the Draft EIR, the Project Site is located within the designated Alquist-Priolo Earthquake Fault Zone for the Hollywood Fault; however, underlying soil horizons indicate the Project Site has not experienced fault movement for at least 120,000 years, and active faulting does not occur beneath the Project Site. Similar to the Original Project, excavation for Alternative 8's subterranean parking would remove the loose sand deposit and require suitable engineered stabilization in accordance with applicable City and California Building Code (CBC) building regulations.

As described on pages IV.D-15 through IV.D-23 and IV.D-32, and Appendix G, of the Draft EIR, and Appendix B-3 of the Final EIR, the site-specific 2015 and 2019 Fault studies included a soil profile horizons evaluation and other investigations that concluded that there is no active faulting beneath the Project Site or extending toward the Project Site. The underlying soil horizons indicate the Project Site has not experienced fault movement for at least 120,000 years. Therefore, because the 2015 and 2019 Fault Studies concluded there is no active faulting beneath the Project Site, and because the 2018 geophysical survey to identify and locate faults in the area of and adjacent to the Project Site and reported in May of 2020, (the USGS-CGS *2018 U.S. Geological Survey—California Geological Survey, Fault-Imaging Surveys Across the Hollywood and Santa Monica Faults, Los Angeles County, California*) does not include a site-specific investigation which contradicts the 2015 and 2019 Fault Studies, development of Alternative 8 would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving fault rupture, and, as such, the impact relative to fault rupture would be less than significant without mitigation and would be similar to the Original Project.

(ii) Seismic ground shaking:

As described on pages IV.D-22 through IV.D-23, IV.D-33 through IV.D-34, and pages V-287 through V-288 of the Draft EIR, while there is no active faulting beneath the Project Site, the Project Site is located within the seismically active region of Southern California. This is a preexisting condition of the Project Site which would not be exacerbated by the Project; that is, neither construction nor operation activities would impact the existing condition. Moreover, compliance with applicable regulatory requirements (i.e., the City of Los Angeles Building Code and the CBC) and incorporation of the recommendations contained in the Final Geotechnical Report would reduce the potential for significant damage to structures resulting from strong seismic ground shaking and the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death, to the maximum extent practical. Therefore, development of Alternative 8 would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking hazards, and, as such, the impact relative to ground shaking would be less than significant without mitigation and would be similar to the Original Project.

(iii) Seismic related ground failure, including liquefaction:

As described on pages IV.D.23 through 24 and IV.D.34 through IV.D-35 of the Draft EIR, according to the 2019 Geotechnical Investigation, Appendix G of the Draft EIR, site-specific

liquefaction analysis indicated that the Project Site is mostly underlain by soils that are not considered susceptible to liquefaction or lateral spreading or to settlement or slope stability issues. Nonetheless, with compliance with applicable regulations and the recommendations contained in the Final Geotechnical Report related to seismic safety and design requirements for foundations, retaining walls/shoring and excavation, development of Alternative 8 would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure hazards, including liquefaction, and, as such, the impact relative to seismic-related ground failure would be less than significant and would be similar to the Original Project.

(iv) Soil erosion or loss of topsoil:

As described for the Original Project on pages IV.D-25 and IV.D-36 of the Draft EIR, which is equally applicable to Alternative 8, and page V-288 of the Draft EIR, Alternative 8 construction would result in ground surface disruption during excavation, grading, and trenching that would create the potential for erosion to occur. Excavation for parking structures associated with Alternative 8 would reach depths of 64 feet on the East Site and 60 feet on the West Site. While construction of Alternative 8 would increase soil exposure and risk of soil erosion, the potential for erosion would be reduced by the implementation of standard erosion control measures during site preparation and grading activities. Similar to the Original Project, compliance with all applicable regulatory measures, including SCAQMD Rule 403 (Fugitive Dust), and implementation of standard erosion control measures during site preparation and grading activities, as discussed in Section IV.G, *Hydrology and Water Quality*, of the Draft EIR, would ensure that the Project Site would not result in substantial soil erosion or loss of top soil. Following construction, the Project Site would be covered completely by pavement, structures, and landscaping, which would not leave any exposed areas of bare soil susceptible to erosion. Thus, with compliance with applicable regulatory requirements, impacts associated with substantial erosion or loss of topsoil as a result of Alternative 8 construction and operation of Alternative 8 would be less than significant without mitigation and would be similar to the Original Project.

(v) Lateral spreading, liquefaction or collapse:

As described on pages IV.D-37 through IV.D-38 and pages V-288 through V-289 of the Draft EIR, the Project Site is not susceptible to liquefaction, lateral spreading, subsidence, or impacts associated with landslides. However, with incorporation of the recommendation in the Final Geotechnical Report and compliance with all applicable regulations, impacts associated with unstable geologic units or soils on the Project Site as a result of the construction would be less than significant without mitigation measures. Once constructed, all surfaces would be covered by pavement, landscaping, or buildings. Therefore, Alternative 8's construction and operation would be less than significant without mitigation and would be similar to the Original Project.

(vi) Risk to life or property from expansive soils:

As described on pages IV.D-38 and V-289 of the Draft EIR, compliance with the Final Geotechnical Report recommendations addressing expansive soils and building code regulations pertinent to foundation stability would ensure that expansive soils are removed, as necessary. Therefore, development of Alternative 8 would not be located on expansive soils creating substantial risks to life or property. Once constructed, all surfaces would be covered by pavement, landscaping, or buildings. As such, Alternative 8's construction and operation impacts related to expansive soils would be less than significant without mitigation and would be similar to the Original Project.

(vii) Landslides and septic tanks.

As discussed above, in Section V.A of these Findings, the City determined through the Initial Study, Appendix A-2 of the Draft EIR, that the Original Project would have no impacts related to landslides or septic tanks because the Project Site is located in an urbanized area on relatively flat terrain and is not located in proximity to any mountains or steep slopes and where wastewater infrastructure is currently in place so that the development would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Since Alternative 8 would be constructed on the same Project Site as the Original Project, Alternative 8 would have no impacts related to landslides and septic tanks and would be similar to the Original Project.

As described for the Original Project on page IV.D-41 of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 would have no impacts to paleontological resources during operation as there would be no continuous groundbreaking and excavation activities during operation and would be similar to the Original Project.

(viii) Paleontological Resources (During Operation):

As described for the Original Project on page IV.D-41 of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 would have no impacts to paleontological resources during operation as there would be no continuous groundbreaking and excavation activities during operation. Therefore, Alternative 8 operational impacts would be less than significant without mitigation, and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project, on pages IV.D-41 through IV.D-42 of the Draft EIR, which are equally applicable to Alternative 8, due to the site-specific nature of geological conditions, geology impacts are typically assessed on a project-by-project basis. However, as with Alternative 8, related projects would be required to comply with all applicable regulatory measures related to geological conditions, including the City's building code. As such, Alternative 8's contribution to cumulative impacts would not be cumulatively considerable, and Alternative 8's cumulative impacts regarding geology and soils would be less than significant without mitigation and would be similar to the Original Project.

For the reasons described for the Original Project on page IV.D-42 of the Draft EIR, which are equally applicable to Alternative 8, with regard to paleontological resources during operation, given that Alternative 8 operation would not involve disturbance of the subsurface of the Project, and the fact that related projects have uses which equally would not involve disturbance of the subsurface after construction, Alternative 8's contribution to cumulative impacts would not be cumulatively considerable, and Alternative 8's cumulative impacts regarding paleontological resources would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to geology, soils or paleontology.

(d) Conclusion:

For the reasons summarized above, Project-level and cumulative impacts related to geology and

soils and paleontological resources during operation would be less than significant and similar to the Original Project, and no mitigation measures are required.

6. Hazards and Hazardous Materials (Other than Accidental Release of Hazardous Materials and Use of Hazardous Materials within One-Quarter Mile of a School):

(a) Impact Summary:

(i) Transportation, Use or Disposal of Hazardous Materials:

a. Construction:

As described on pages V-290 through V-291 of the Draft EIR, construction of Alternative 8 would include demolition of existing parking surfaces and structures other than the Capitol Records Complex. Construction equipment and materials, such as fuels, oils and lubricants, solvents and cleaners, adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction, would be used, stored, and disposed of in consumer quantities and in accordance with applicable laws and regulations and manufacturers' instructions. As such, impacts related to the routine transport, use, or disposal of hazardous materials during demolition and construction of Alternative 8 would be less than significant without mitigation. Due to the similarity in the scale of Alternative 8 and the Original Project, impacts with respect to the routine transport, use and disposal of hazardous materials under Alternative 8 would be similar to the Original Project.

As described for the Original Project on pages IV.F-25 through IV.F-26 of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 would remove the single-story building constructed in 1978 located on the Project Site. This building could contain lead based paint, asbestos, or PCBs. However, compliance with regulatory measures regarding the removal and disposal of these materials would ensure that impacts associated with Asbestos-Containing Materials (ACMs), Lead-Based Paints (LBPs), and Polychlorinated Biphenyls (PCBs) would be less than significant without mitigation and would be similar to the Original Project.

b. Operation:

As described on page V-290 through V-291 of the Draft EIR, operation of Alternative 8 would involve the limited use of potentially hazardous materials typical of those used in residences, offices, and restaurants, including cleaning agents, paints, pesticides, and other materials used for landscaping. In addition, hazardous materials on the Project Site would continue to be acquired, handled, used, stored, and disposed of in accordance with all manufacturers' specifications and all applicable federal, State, and local requirements. As such, impacts related to the routine transport, use, disposal, or accidental release of hazardous materials during operation of Alternative would be less than significant without mitigation and similar to the Original Project.

In addition, the California Occupational Health and Safety Administration regulates worker exposure to airborne contaminants during operation, requiring administrative or engineering controls, where required, to meet exposure limits, and implementation of written health and safety programs, worker training, emergency response training, and medical surveillance. Finally, the Project Site is not located within a City-designated Methane Hazard Zone, and the Project Site radon concentrations do not exceed the U.S. Environmental Protection Agency's indoor action level for radon. Thus, vapor encroachment from methane or radon is not a significant concern at

the Project Site, and Alternative 8 operational impacts would be less than significant without mitigation and would be similar to the Original Project

(ii) Hazardous Materials Sites:

As described on page V-292 of the Draft EIR, Alternative 8 is not located on a Governmental Code Section 65962.5 site and, therefore, would not create a significant hazard to the public or the environment. As such, no impact would occur similar to the Original Project.

(iii) Emergency Response Plans:

As described on pages V-292 through V-293 of the Draft EIR, construction of Alternative 8 would not interfere with emergency response plans. The roads adjacent to the Project Site are not designated as disaster routes. Moreover, construction of Alternative 8 would occur within the boundaries of the Project Site and within the rights-of way of adjacent streets. While temporary pedestrian or vehicular public right-of-way closures may be necessary during the construction phase for construction staging, equipment access, and pedestrian safety, temporary partial lane closures are not anticipated to significantly affect emergency vehicle circulation around the Project Site since emergency vehicles normally have a variety of options for dealing with traffic and congestions, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. In addition, as discussed in Section IV.L, *Transportation*, and pages V-292 through V-293 of the Draft EIR, Alternative 8 would implement Project Design Feature TRAF-PDF-2, which requires preparation of a Construction Traffic Management Plan. This Plan will include street closure information, a detour plan, haul routes, and a staging plan and will be submitted to the City for review and approval. Thus, construction of Alternative 8 would not substantially impede public access, create severe consequences for emergency response vehicles, substantially impede travel upon a public right-of-way, or interfere with an adopted emergency response or evacuation plan. Therefore, construction impacts related to emergency response plans under Alternative 8 would be less than significant without mitigation and would be similar to the Original Project.

As described on page V-293 of the Draft EIR, during operation, Alternative 8 would be required to establish, implement, and maintain an emergency response plan. The emergency response plan, which would be submitted to the LAFD for inspection and approval prior to implementation, would be inspected annually by the LAFD and include evacuation procedures. Compliance with existing fire code regulations would ensure that an adequate emergency response plan is established for Alternative 8. Overall impacts under Alternative 8 with respect to conflicts with or interfering with emergency response or evacuation plans would be less than significant without mitigation. However, because Alternative 8 would generate more daily vehicle trips and result in higher occupancy than the Original Project, impacts with regard to emergency response would be greater than the Original Project but still less than significant.

(iv) Wildfire:

As described on page IV.F-31 on the Draft EIR, the Project Site is located in an urbanized area with no wildland present on the Project Site or surrounding area. In addition, the Project Site is not located within any designated fire hazard area. Therefore, Alternative 8 would not expose people or structures, directly or indirectly, to a significant risk involving wildland fire, and no impacts would occur and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.F-32 through IV.F-33 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 and the related projects are not anticipated to create a significant hazard to the public or environment because the potentially hazardous materials typically used in such developments are limited to relatively small volumes of commonplace materials. In addition, each of the related projects would be required to comply with its site-specific development standards and applicable hazardous materials handling and transporting regulations and manufacturer's specifications. Therefore, Alternative 8's contribution to cumulative significant hazardous materials impacts regarding (1) the routine transport, use, or disposal of hazardous materials, (2) a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or (3) emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, would not be cumulatively considerable. Therefore, Alternative 8's hazards and hazardous materials cumulative impacts would be less than significant and would be similar to the Original Project.

As described for the Original Project on pages IV.F-33 through IV.F-34 of the Draft EIR, which is equally applicable to Alternative 8, with regards to cumulative impacts on emergency response/evacuation plans, as with Alternative 8, the related projects would be required to prepare construction traffic management plans, which would include street closure information, a detour plan, haul routes, and a staging plan, which would be submitted to the City for review and approval to minimize traffic conflicts and maintain emergency access on area roadways. As with Alternative 8, related projects would be designed to comply with applicable Los Angeles Building Code and Fire Code requirements to establish, implement, and maintain on file an emergency response plan, which would be inspected annually by the LAFD. Therefore, Alternative 8's contribution to cumulative impacts relative to significant hazards and hazardous materials would not be cumulatively considerable and, thus, cumulative hazards and hazardous materials impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No Project Design Features are proposed with regard to hazards and hazardous materials.

(d) Conclusion:

For the reasons set forth above, with the exception of accidental release of hazardous materials during construction and use of hazardous materials within one-quarter mile of a school, with compliance with applicable regulations, impacts would be less than significant and similar to the Original Project, and no mitigation measures are required.

7. Hydrology and Water Quality

(a) Impact Summary:

(i) Water Quality Standards:

a. Construction:

As described on pages V-293 through V-294 of the Draft EIR, Alternative 8 would include construction activities, including earth moving, maintenance/operation of construction equipment,

potential dewatering, and handling/storage/disposal of materials, that could contribute to pollutant loading in stormwater runoff from the construction site. Also, wind could convey exposed and stockpiled soils at the construction site into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Alternative 8, would excavate for subterranean garages to a maximum depth of 64 feet on the East Site and 60 feet on the West Site and reach deeper levels for foundation features. Groundwater depths range from less than 49.2 below ground surface (bgs) to approximately 98.3 feet bgs across the Project Site.

For the reasons described for the Original Project on pages IV.G-32 through IV.G-34 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8's construction would be required to comply with all relevant National Pollutant Discharge Elimination System (NPDES) requirements related to the treatment and disposal of the dewatered water and would comply with the requirements of Los Angeles Regional Water Quality Control Board's (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. In addition, the Applicant would be required to comply with the City's grading permit regulations set forth in LAMC, Chapter IX, Article 1, which include standard erosion control measures and inspections to reduce sedimentation and erosion. Moreover, if construction should occur during the rainy season (i.e., October 1 to April 14), a wet weather erosion control plan (WWECP) would be prepared pursuant to the City's "Manual and Guideline for Temporary and Emergency Erosion Control." As discussed in Section IV.G, *Hydrology and Water Quality*, of the Draft EIR, best management practices (BMPs) for non-stormwater discharge management and materials management would be incorporated into Alternative 8's Storm Water Pollution Prevention Plan (SWPPP). Therefore, Alternative 8 construction would not result in discharges that would cause regulatory standards to be violated. Impacts would be less than significant and would be similar to the Original Project.

Alternative 8 has the potential to encounter groundwater during construction. Dewatering, which is subject to LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, may be required. The potential impact related to pollutant loading or groundwater quality that would cause exceedances of water quality standards would be reduced to less-than-significant levels for Alternative 8 through compliance with regulatory requirements, BMPs, and Building Code grading procedures. However, because the construction footprint and the depth of excavation under Alternative 8 would be similar to the Original Project, the potential exposure of excavated soils to the elements and encroachment into the water table would be similar to the Original Project. As such, the potential impact with respect to violations of water quality standards during construction under Alternative 8 would be less than significant and would be similar to the Original Project.

b. Operation:

As described for the Original Project on pages IV.G-34 through IV.G-36 of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 would be designed with BMPs to ensure proper treatment and disposal of stormwater discharges during operation. Alternative 8 would comply with the City's Low Impact Development Ordinance (LID) requirements, including stormwater and capture and use systems to reduce the amount of runoff that flows into the stormwater conveyance system and good housekeeping measures for removal of trash and maintenance of driveways and parking areas and proper storage and disposal of pesticides, all of which would prevent pollutants from entering the local groundwater supply by percolation into landscaped

areas with permeable surfaces. Additionally, on-site use of hazardous materials would be used, stored, and disposed in compliance with all applicable regulatory requirements. As described on page V-293 of the Draft EIR, Alternative 8 would incorporate a drainage collection and conveyance system that would detain and treat/filter runoff in compliance with the City's LID Manual requirements to reduce the quantity of, and improve the quality of, rainfall runoff leaving the Project Site. With the implementation of such a system and BMPs, Alternative 8 would result in an improvement in the quality of stormwater runoff from the Project Site compared to existing conditions. Accordingly, Alternative 8 impacts related to water quality standards 8 would be less than significant and would be similar to the Original Project.

(ii) Decreases in Groundwater Supplies or Recharge:

As described for the Original Project on pages IV.G-36 to IV.G-38 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-294 through V-295 of the Draft EIR, Alternative 8 would not require groundwater withdrawal. However, excavation for the foundations and the subterranean garages during construction would have the potential to intercept the groundwater table and, as such, some groundwater removal through dewatering may be required during construction. Such dewatering would not result in the substantial removal of groundwater that would reduce the local groundwater table or continue post-construction. Additionally, subterranean parking would be below the redeveloped areas of the Project Site resulting in no material change to the amount of stormwater that would percolate into the groundwater table compared to existing conditions. Therefore, pre- and post-Alternative 8 infiltration volumes would be relatively equivalent under Alternative 8. Accordingly, there would not be a substantial reduction in groundwater recharge from current conditions, and Alternative 8 would not introduce activities that could impede sustainable groundwater management of the basin.

Overall, Alternative 8 would not cause substantial depletion of groundwater supplies or substantially interfere with groundwater recharge. Therefore, the impact regarding groundwater recharge or depletion under Alternative 8 would be less than significant and would be similar to the Original Project.

(iii) Alteration of Drainage Patterns:

As described for the Original Project on pages IV.G-38 through IV.G-40 of the Draft EIR, which is equally applicable to Alternative 8, and on page V-295 of the Draft EIR, Alternative 8 would implement a SWPPP that includes specific BMPs and erosion control measures during construction and would comply with all applicable City grading requirements which would avoid flooding, substantially increasing surface water runoff into a water body, or permanently adversely change the movement of surface water. Additionally, as described for the Original Project on pages IV.G-40 through IV.G-47 of the Draft EIR, which is equally applicable to Alternative 8, and V-293 of the Draft EIR, Alternative 8 would improve conditions over existing conditions with implementation of the City's LID BMP requirements during operation. As a result, Alternative 8 construction and operation would not cause erosion of siltation on- or off-site, increase the rate or amount of surface runoff, impede or redirect flood flows, or exceed the capacity of existing or planned stormwater drainage systems. Impacts regarding alteration of drainage patterns under Alternative 8 would be less than significant and would be similar to the Original Project.

(iv) Pollutant Release in Flood Hazard, Tsunami, or Seiche Zones:

As described for the Original Project on pages IV.G-47 through IV.G-49 of the Draft EIR, which is equally applicable to Alternative 8, and pages V-295 through V-296 of the Draft EIR, Alternative

8 is not located within a 100-year floodplain, within the range to be at risk for a tsunami nor close enough to the Hollywood Reservoir to be at risk for a release of pollutants due to inundation by a seiche. Moreover, Alternative 8's implementation of BMPs and compliance with applicable regulatory measures to minimize pollutants within the Project Site would ensure that even if there is a failure of the nearby Hollywood Reservoir, Alternative 8 would not result in the release of significant types or quantities of pollutants. Impacts regarding pollutant release during inundation would be less than significant and would be similar to the Original Project.

(v) Water Quality Control Plans:

As described for the Original Project on pages IV.G-49 through IV.G-50 of the Draft EIR, which is equally applicable to Alternative 8, and page V-296 of the Draft EIR, Alternative 8 would incorporate into its design an on-site drainage system that would meet regulatory requirements for the protection of water resources, including installation of a recapture and reuse system. As such, Alternative 8 would improve water quality over existing conditions and impacts would be less than significant and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.G-50 through IV.G-53 of the Draft EIR, which are equally applicable to Alternative 8, related projects would be subject to the same regulatory requirements to avoid significant impacts on drainage/flooding conditions and the quality of water reaching the public drainage system, and, therefore, cumulative hydrology (drainage) and surface water quality impacts would be less than significant. As such, Alternative 8's contribution to cumulative impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to hydrology and water quality.

(d) Conclusion:

With compliance with existing regulations, Project-level and cumulative impacts related to hydrology and water quality would be less than significant and similar to the Original Project, and no mitigation measures are required.

8. Land Use and Planning

(a) Impact Summary:

For the reasons discussed for the Original Project on page IV.H-17 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 would not physically divide an established community, and, therefore, Alternative 8 would have a less than significant impact and would be similar to the Original Project.

For the reasons discussed for the Original Project on pages IV.H-17 through IV.H-28 and Appendix J, *Land Use Plans and Policies: Project Consistency Tables*, of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 would be consistent with and would not cause a significant environmental impact due to a conflict with applicable land use plans, policies, and regulations, including SCAG's 2016–2040 RTP/SCS, the City's Framework Element, Hollywood

Community Plan, Hollywood Redevelopment Plan, and LAMC, and impacts would be less than significant without mitigation. Like the Original Project, Alternative 8 would be subject to the revised entitlement requests set forth in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR.

(i) SCAG's 2016–2040 RTP/SCS:

For the reasons discussed for the Original Project on pages IV.H-19 through IV.H-20 of the Draft EIR, and shown in Table LU-1, *Consistency of the Project with Applicable Goals of the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)*, provided in Appendix J of the Draft EIR, which are equally applicable to Alternative 8, and on page V-297 of the Draft EIR, Alternative 8 would not conflict with applicable goals of the 2016–2040 RTP/SCS. The goals of the 2016–2040 RTP/SCS are focused on such priorities as promoting land use and growth patterns that facilitate transit use and active transportation (e.g., bicycling and walking), reducing VMT, and encouraging energy efficiency. As described therein, Alternative 8 would be consistent with and not conflict with applicable goals of the 2016–2040 RTP/SCS, which were adopted for the purpose of avoiding or mitigating an environmental effect, and impacts with respect to consistency with the 2016–2040 RTP/SCS would be less than significant and would be similar to the Original Project.

(ii) City of Los Angeles General Plan Framework Element:

For the reasons discussed for the Original Project on page IV.H-20 of the Draft EIR, and Table LU-2, *Comparison of the Project to Applicable Objectives and Policies of the Framework Element*, provided in Appendix J of the Draft EIR, which are equally applicable to Alternative 8, and on page V-297 of the Draft EIR, Alternative 8 would not conflict with applicable objectives and policies of the Framework Element, which sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. Alternative 8 would site a mixed-use development within approximately 600 feet of the Metro Red (B) Line Hollywood/Vine Station, intensifying development, addressing housing and employment needs, and facilitating a reduction in per capita vehicle miles traveled and air pollution. Alternative 8's neighborhood-serving commercial and restaurant uses, and publicly accessible open space would also serve to activate the ground floor and provide much-needed publicly accessible open space. As such, Alternative 8 would not conflict with applicable objectives and policies of the Framework Element, which were adopted for the purpose of avoiding or mitigating an environmental effect, and impacts with respect to the Framework Element would be less than significant and would be similar to the Original Project.

(iii) Hollywood Community Plan:

For the reasons discussed for the Original Project on pages IV.H-20 through IV.H-21 of the Draft EIR and Table LU-3, *Comparison of the Project to Applicable Objectives and Policies of the Hollywood Community Plan*, provided in Appendix J of the Draft EIR, which are equally applicable to Alternative 8, and on page V-290 of the Draft EIR, Alternative 8 would increase population density in close proximity to the various high quality transit options, as well as provide new restaurant/retail and residential uses, which would activate the street frontage in a manner consistent with accepted planning principles and standards as the retail and restaurant uses would be provided at ground level in a pedestrian-friendly setting, with a paseo and plazas adjacent to the Hollywood Walk of Fame and the Capitol Records Building. As such, Alternative 8 would not conflict with applicable policies of the Hollywood Community Plan, which were

adopted for the purpose of avoiding or mitigating an environmental effect, and impacts with respect to Hollywood Community Plan would be less than significant and would be similar to the Original Project.

(iv) Hollywood Redevelopment Plan:

For the reasons discussed for the Original Project on pages IV.H-21 through IV.H-23 of the Draft EIR, and Table LU-4, *Comparison of the Project to Applicable Objectives and Policies of the Hollywood Redevelopment Plan*, provided in Appendix J of the Draft EIR, which are equally applicable to Alternative 8, while the Hollywood Redevelopment Plan includes many sections which are not applicable to Alternative 8, certain goals and objectives of the Hollywood Redevelopment Plan provide guidelines for development in the designated Hollywood Redevelopment area in which Alternative 8 is located. As presented in Table LU-4, Alternative 8 would be consistent with and not conflict with the applicable Hollywood Redevelopment Plan goals related to employment, land use and design, housing, sound residential neighborhoods, circulation, and open space/recreation. Through compliance with the requirements for the State Density Bonus Law and the City Density Bonus Law, and with appropriate findings, impacts with respect to the applicable goals and policies of the Hollywood Redevelopment Plan, which were adopted for the purpose of avoiding or mitigating an environmental effect, would be less than significant, and Alternative 8 would be consistent with and not conflict with the applicable goals set forth in the Hollywood Redevelopment Plan, and impacts would be less than significant and would be similar to the Original Project.

(v) City of Los Angeles Municipal Code (LAMC):

As discussed on pages IV.H-22 through IV.H-25 of the Draft EIR, the Project Site is zoned C4-2D-SN. The C4 Zone permits similar commercial and multiple family residential uses as described above for the C2 Zone. The "2" indicates Height District 2 and SN indicates Sign District. While the Height District does not impose a height limit, the "D" indicates a Development Limitation, which limits most of the Project Site to a 3:1 FAR and one assessor parcel to a 2:1 FAR. Alternative 8's height, residential density, open space, and setbacks would be consistent with the applicable LAMC provisions. With respect to Alternative 8's FAR and request for on-site and off-site alcohol consumption in conjunction with Alternative 8's commercial uses, with approval of the requested discretionary actions, as updated in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR, Alternative 8 would be consistent with and not conflict with the provisions of the LAMC governing land use and planning. Therefore, impacts with respect to provisions of the LAMC governing land use and planning would be less than significant and would be similar to the Original Project.

(vi) Health Risk Assessment for Freeway Adjacent Projects:

As discussed on pages IV.H-25 through IV.H-27 of the Draft EIR, the Project Site at its closest point is located approximately 380 feet south from US-101, as shown in Figure IV.H-3 of the Draft EIR. Although the City does not require a health risk assessment (HRA), an HRA was prepared for the Original Project which is equally applicable to Alternative 8. As summarized on pages IV.H-25 through IV.H-27 of the Draft EIR and based on the HRA performed for the Original Project, with supporting calculations provided in Appendix E of the Draft EIR, Alternative 8 would provide an adequate health based separation distance from the freeway and non-cancer impacts would be less than significant and similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.H-28 through IV.H-29 of the Draft EIR, which are equally applicable to Alternative 8, the Project Site and the related projects surrounding the Project Site are located within a TPA. While each related project will be evaluated for compliance with plans and zoning regulations, together they represent mixed-use, urban infill that would increase density in the area consistent with applicable land use plans, regulations and policies. Alternative 8 and the related projects would provide a range of much needed housing and high-quality neighborhood and visitor-serving commercial and entertainment uses concentrated with a Regional Center that would not conflict with the plans and goals to concentrate high-density, mixed-use development in TPAs. Therefore, Alternative 8 would not result in a cumulatively considerable impact with respect to land use and planning policy, and its impacts would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to land use and planning.

(d) Conclusion:

With compliance with existing regulations, Alternative 8 would result in less-than-significant impacts with respect to land use policy and planning. Additionally, Alternative 8's contribution to cumulative impacts related to land use and planning transportation would not be cumulatively considerable. Therefore, the Project-level and cumulative impacts related to land use and planning would be less than significant, and no mitigation measures are required.

9. Noise (Operation)

(a) Impact Summary:

(i) Noise Standards (Operation):

As described for the Original Project on pages IV.I-46 through IV.I-52 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-298 to V-299 of the Draft EIR, and page 3-49 of the Final EIR, similar to the Original Project, Alternative 8 would increase off-site traffic and generate on-site composite noise associated with fixed mechanical equipment, vehicle activity, and human outdoor activity. However, Alternative 8 would increase overall off-site vehicle trips per day from a maximum of 3,865 trips per day for the Original Project to 5,336 trips per day under Alternative 8; therefore, operational mobile source noise impacts would be greater under Alternative 8 than the Original Project. However, the differences in off-site mobile source noise level increases along the studied roadway segments between the Original Project and Alternative 8 would be negligible (i.e., below the 3-dBA CNEL that would be perceptible for all analyzed roadway segments). Therefore, this difference in mobile source noise would not be perceptible, and, as such, traffic noise impacts under Alternative 8 would be less than significant and similar to the Original Project.

Similar to the Original Project, on-site noise levels would be generated by fixed mechanical equipment and outdoor spaces, including, but not limited to the Plaza, Lounge and Garden, the performance stage, the Level 2 amenity deck and the East Senior Building rooftop terrace. As shown on Table IV.I-12, *Operational Noise Levels*, of the Draft EIR, which is equally applicable to Alternative 8, on-site noise would not generate noise that would exceed the ambient noise levels by more than 5 dBA, the threshold of significance. Specifically, the mechanical equipment, such

as heating, ventilation, and air conditioning (HVAC) units and cooling towers, would be located on the rooftops of buildings located on both the West and East Sites. Due to their position on the rooftop, equipment noise levels would attenuate greatly before reaching sensitive receptors. Additionally, emergency generators would be located on the rooftops but within enclosures that would minimize noise levels and would be subject to Project Design Feature NOI-PDF-4 as set forth below. As shown in Table IV.I-12 for the Original Project, which is equally applicable to Alternative 8, the noise contribution from mechanical equipment would be minimal and far less than the ambient noise levels at the sensitive receptors. As for the outdoor spaces on the West and East Sites, noise levels would be below the ambient noise levels at all sensitive receptor locations due to noise attenuation over distance and, in some cases, the presence of intervening structures that interrupt the line-of-sight to receptors.

As described on page V-298 of the Draft EIR, Alternative 8 would also include a paseo that could host events of a similar type and size as the Original Project. As such, noise generated from the paseo under Alternative 8 would be similar to the Original Project. Similar to the Original Project, any outdoor performances under Alternative 8 would be subject to the noise restrictions in Project Design Feature NOI-PDF-3, which would limit noise levels from adversely affecting nearby noise sensitive receptors, and all applicable LAMC noise requirements and restrictions. Thus, in general, noise generated from the paseo at off-site noise sensitive locations under Alternative 8 would be largely similar to the Original Project with the outdoor performance sound restrictions in place. As such, noise generated from the paseo under Alternative 8 would be similar or less than the Original Project when considering fewer on-site residents would attend these events under Alternative 8. Overall, composite operational noise levels would be less than significant without mitigation would be required and would be similar to the Original Project

As described for the Original Project on pages IV.I-51 through IV.I-52 of the Draft EIR, which is equally applicable to Alternative 8, the parking facilities at both the West and East Sites would consist of completely enclosed below grade or at grade parking. Similarly, loading docks and trash delivery would be fully enclosed and, therefore, shielded from off-site sensitive receptors. As such, noise from these sources would be less than significant without mitigation and would be similar to the Original Project.

(ii) Groundborne Vibration and Human Annoyance (Operation):

As described on page V-300 of the Draft EIR, day-to-day operations under Alternative 8, as with the Original Project, would include typical commercial-grade stationary mechanical and electrical equipment, which would produce vibration at low levels that would not cause damage or annoyance impacts to on-site or off-site environment. As described for the Original Project on page IV.I-81 of the Draft EIR, which is equally applicable to Alternative 8, according to America Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), pumps or compressor would generate groundborne vibration levels of 0.5 in/sec PPV at 1 foot. At 25 feet, this vibration level drops to approximately 0.004 in/sec PPV at 25 feet (approximately 60 VdB), which is below the threshold of 72 dBA at off-site sensitive uses and 75 VdB at off-site institutional uses. Mechanical equipment, including air handling units, condenser units, and exhaust fans, under Alternative 8, would be located on building rooftops. Therefore, groundborne vibration from the operation of such mechanical equipment under Alternative 8 would not impact any of the off-site sensitive receptors. As such, impacts with respect to operational noise from Alternative 8 would be less than significant and would be similar to the Original Project.

Since mechanical equipment would not exceed impact thresholds at nearby sensitive receptors, the primary sources of transient vibration would include vehicle circulation within the proposed

parking areas, which would be confined to the immediate area and would not be expected to be perceptible off the Project Site. As described on page V-300, both above grade and below grade parking would be completely enclosed. In addition, as described on page IV.C-81 of the Draft EIR, according to the Federal Transportation Administration (FTA), if the roadway is fairly smooth, the vibration from rubber-tired traffic is rarely perceptible, with the threshold of perception for humans at approximately 65 VdB. Alternative 8's parking areas would be paved with smooth and maintained surfaces, and vehicles would be traveling at very low speeds minimizing vibration levels. Parking area vibration would also be confined to the immediate area and would not be expected to be perceptible off the Project Site. Therefore, parking area vibration would not exceed the significance threshold of 72 dBA at off-site sensitive uses and 75 VdB at off-site institutional uses. Therefore, vibration impacts from Alternative 8 operation would be less than significant without mitigation and would be similar to the Original Project.

(b) Cumulative Impacts:

(i) Operation Noise:

1) Noise (Off-Site):

For the reasons described for the Original Project on pages IV.I-90 through IV.I-118 of the Draft EIR, which are equally applicable to Alternative 8, cumulative off-site noise impacts would occur primarily as a result of increased traffic on local roadways due to operation of Alternative 8 and the related projects as traffic is the greatest source of operational noise in the Project area. Cumulative off-site traffic-generated noise impacts were assessed based on a comparison of the noise levels generated by the future cumulative traffic volumes to the noise levels generated by the existing base traffic volumes. The future cumulative analysis in the Draft EIR represented an estimate of the ambient background growth, related projects traffic, and the Original Project volumes. Therefore, the cumulative increase represented the increase in traffic volumes attributed to ambient background growth, related project traffic, and the Original Project traffic volumes over existing conditions. As stated on page V-298 of the Draft EIR, while Alternative 8 would increase traffic compared to the Original Project, the increase would result in negligible differences that would be below the 3-dBA CNEL that would be perceptible. As such, the analysis in the Draft EIR for the Original Project's off-site noise impacts is equally applicable to Alternative 8.

As shown in Table IV.I-20, *Off-Site Traffic Noise Impacts – Future (2027) Project Cumulative Increment*, of the Draft EIR, which is equally applicable to Alternative 8 as stated above, combined with the related projects, Alternative 8 would not exceed thresholds of significance for all but two roadway segments. However, as shown in Table IV.I-14 for the Original Project, the Original Project's contribution to the Future (Year 2027) Plus Project increase noise levels on one roadway segment would be 0.0 dBA CNEL and on the other segment 0.2 dBA CNEL. Thus, the noise level increase would not exceed the 5-dBA significance threshold for the "conditionally acceptable" category for residential uses for either the Original Project or the somewhat higher Alternative 8. Therefore, Alternative 8's contribution to the cumulative noise levels would be greater than the Original Project but substantially below the 3-dBA change in ambient noise levels that would be perceptible.

As shown in Table IV.I-20 of the Draft EIR, no other roadway segments, aside from Franklin Avenue west of N. Highland Avenue as discussed above, would have a cumulative increase of more than 5 dBA for areas normally or conditionally acceptable or a cumulative increase of more than 3 dBA for areas normally unacceptable or clearly unacceptable. Although there would be a cumulative impact along one roadway segment with residential uses, as with the Original Project,

Alternative 8's contribution would not be cumulatively considerable under future year 2027 conditions. Accordingly, cumulative impacts would be less than significant without mitigation and greater than the Original Project but still less than significant since the noise emissions would be below applicable thresholds of significance.

2) Noise (On-Site):

For the reasons described for the Original Project on page IV.I-118 of the Draft EIR, which are equally applicable to Alternative 8, as is the case for the Original Project, implementation of Project Design Features NOI-PDF-3 and NOI-PDF-4, set forth below, and compliance with the LAMC-required provisions that limit stationary source noise from sources, such as mechanical equipment, would ensure that noise levels would be less than significant at the property line for each related project. In addition, on-site noise generated by each related project would be sufficiently distant from the Project Site that it would not result in an additive increase to Project-related noise levels. Further, noise from other on-site sources, including parking facilities, open space activity, emergency generator, and loading docks would be limited to areas in the immediate vicinity of each related project. Although each related project could potentially impact an adjacent sensitive use, that potential impact would be localized to that specific area and would not contribute to cumulative noise conditions at or adjacent to the Project Site. Therefore, Alternative 8, when considered together with related projects, would have a less-than-significant cumulative impact, and no mitigation would be required; impacts would be similar to the Original Project.

(ii) Operation Groundborne Vibration and Human Annoyance:

For the reasons described for the Original Project on page IV.I-118 of the Draft EIR, which are equally applicable to Alternative 8, due to the rapid attenuation characteristics of groundborne vibration and distance from each of the related projects to the Project Site, there is no potential for cumulative operational impacts with respect to groundborne vibration. Therefore, operation of Alternative 8, when considered together with related projects, would not result in a significant cumulative impact, and no mitigation would be required; impacts would be similar to the Original Project.

(c) Project Design Features: The City finds that Project Design Features NOI-PDF-3 (Outdoor Performance Sound Restrictions) and NOI-PDF-4 (Emergency Generators), set forth below, and incorporated into Alternative 8, would reduce the less-than-significant operation noise impacts.

NOI-PDF-3: Outdoor Performance Sound Restrictions. The Project will not require or allow operation of an amplified sound system in the outdoor plaza areas for performances, including the East Site Level 1 Performance Stage. Acoustic performances or ambient music speakers with prerecorded, low-level, background music on the East Site Level 1 Performance Stage will be limited to a sound level equivalent to 85 dBA measured at 25 feet from the performers. Compliance with this performance standard will be ensured through pre-performance noise tests/measurements for performances or ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or ambient music speakers. Ambient music speakers for use on the Amenity Decks (Level 2) on both the East Site and the West Site will be downward or inward facing and used for background music only.

NOI-PDF-4: Emergency Generators. Emergency generators will be designed to meet the requirements of LAMC Chapter XI, Section 112.02. Section 112.02 of the LAMC requires that any mechanical system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

(d) Conclusion:

For the reasons set forth above, with implementation of Project Design Features NOI-PDF-3 and NOI-PDF-4 and compliance with applicable noise regulations, Alternative 8's noise impacts related to operation noise, groundborne vibrations and human annoyance would be less than significant. Additionally, Alternative 8's contribution to operation noise and groundborne vibration and human annoyance would not be considerable. As such, Alternative 8's Project-level and operational noise cumulative impacts would be less than significant without mitigation and would be similar to the Original Project.

10. Population and Housing

(a) Impact Summary:

(i) Construction:

As described for the Original Project on pages IV.J-12 through IV.J-13 of the Draft EIR, which is equally applicable to Alternative 8, construction of Alternative 8 would not generate new population as construction is temporary and the nature of construction employment is such that workers move from construction site to construction site and, therefore, are no likely to relocate as a result of construction of Alternative 8. Therefore, construction of Alternative 8 would not induce substantial increase in population either directly or indirectly. Impacts regarding induced growth would be less than significant and would be similar to the Original Project.

(ii) Operation:

As described on pages V-300 through V-301, Alternative 8 would generate a population increase of 2,186 new residents, which would represent approximately 0.90 percent of SCAG's 2018-2027 population growth projection of 241,442 and approximately 0.34 percent of SCAG's 2018-2040 population growth projection of 635,275. Alternative 8's 1,849 new employees would represent approximately 1.26 percent of SCAG's 2018-2027 employment growth projection of 146,255 and approximately 0.58 percent of SCAG's 2019-2040 employment growth projection of 320,375. As such, Alternative 8 would not exceed SCAG's growth projections, would help the City meet its housing obligation under SCAG's Regional Housing Needs Assessment (RHNA) allocation, and would provide the type of transit oriented development encouraged in the General Plan and SCAG 2016-2040 RTP/SCS policies. No existing residences would be displaced. On a local level, Alternative 8's contribution to population growth constitutes an infill pattern in a TPA that is encouraged by the City's plans and policies while Alternative 8's contribution to housing where none currently exists is in compliance with the City's goal to establish new multi-family housing in proximity to local transit. Alternative 8's employment generation would be consistent with regional and local goals to balance housing and jobs and thereby reduce VMT and GHG emissions. As such, Alternative 8 would result in less-than-significant population and housing impacts.

Although Alternative 8 would not implement the objectives of SCAG's RHNA allocation or concentrate transit-oriented development to the same extent as under the Original Project,

because SCAG population and housing projections would not be exceeded, impacts with respect to substantial unplanned population growth under Alternative 8 would be less than significant and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.J-21 through IV.J-24 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 combined with the related projects would not induce substantial population growth or exceed regional and local projections for population, housing, or employment. Therefore, Alternative 8's contribution related to population and housing impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to population, housing and employment.

(d) Conclusion:

Growth under Alternative 8 and the related projects reflects the regional and local policies for higher density development in proximity to public transit and is within the projections for the City. The increase in housing stock in the City provides opportunities for residents to locate within a TPA, thereby reducing the demand for development in lower-density areas and achieving greater efficiency in the provision and use of services and infrastructure. The additional employment opportunities would increase the number of jobs adjacent to residential areas and public transit, which would support City and regional policies intended to reduce VMT. The increase in employment also furthers SCAG and City goals of providing employment opportunities within an easily accessible employment center. Therefore, project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

11. Public Services

Section 35 of Article XIII of the California Constitution at subdivision (a)(2), which was adopted by the voters in 1993 under Proposition 172, provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided. The following is a summary of the analysis of Alternative 8's impacts related to public services, including fire protection, police protection, schools, parks and recreation, and libraries:

(a) Fire Protection

(i) Impact Summary:

a. Construction:

As described for the Original Project on pages IV.K-14 through IV.K-15 of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 would comply with all applicable regulations, including the City's Fire and Building Codes. As described on pages V-301 through V-302 of the Draft EIR, Alternative 8 would incorporate Project Design Feature TRAF-PDF-2 to provide a Construction Traffic Management Plan to improve vehicular access around the construction site and Project Design Feature TRAF-PDF-3, which would identify and enforce parking location requirements for construction workers. The implementation of these Project Design Features would facilitate emergency access. As such, similar to the Original Project, construction under Alternative 8 would result in less-than-significant impacts with respect to emergency response times and emergency access.

Additionally, as described for the Original Project on page IV.K-15 of the Draft EIR, construction impacts are temporary in nature and do not cause lasting effects and partial lane closures, if determined necessary, would not significantly affect emergency vehicles, which have various methods to clear traffic paths. Accordingly, Alternative 8 construction would not result in substantial adverse physical impacts associated with the provision of or need for new or altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant and would be similar to the Original Project.

b. Operation:

As described for the Original Project on pages IV.K-16 through IV.K-19 of the Draft EIR, which is equally applicable to Alternative 8, and on page V-302 of the Draft EIR, Alternative 8 would comply with City and State regulations related to fire safety including, but not limited to, applicable OSHA, Building Code, Fire Code, other LAMC and LAFD requirements and recommendations, which would reduce demand on LAFD facilities and equipment without creating the need for new or expanded fire facilities. In addition, the Project Site is located within a highly urbanized area accessed via an established street system and within the LAFD's maximum prescribed response distances. Due to urban proximity and facilitated travel for high priority emergency calls, impacts on emergency response would not be significant. Alternative 8, as with the Original Project, would also be consistent with LAMC fire flow requirements. As such, Alternative 8 would not result in substantial adverse physical impacts associated with the provision of or need for new or altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, impacts under Alternative 8 would be less than significant. However, because Alternative 8 would increase Project Site occupancy (employees plus residents) compared to the Original Project, impacts related to fire protection services under Alternative 8 would be greater than the Original Project but still less than significant as the increase would not be sufficient to require the construction of expanded or new fire facilities, the construction of which would cause significant environmental impacts.

(ii) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.K-19 through IV.K-27 of the Draft EIR, which are equally applicable to Alternative 8, similar to Alternative 8, the related projects

would be required to comply with State and local regulations related to fire safety. Moreover, the Project Design Feature TRAF-PDF-2 would require that Alternative 8 and the City coordinate with any related projects whose construction may overlap with Alternative 8's construction to ensure that emergency access is not significantly impacted. Accordingly, Alternative 8's contribution to cumulative fire services impacts would not be cumulatively considerable, and, therefore, Alternative 8's cumulative impacts would be less than significant and similar to the Original Project.

(iii) Project Design Features:

While no specific Project Design Features are required for fire services, the City finds that Project Design Features TRAF-PDF-2 (Construction Traffic Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan) set forth below in the Transportation Section of these Findings, will further reduce the less-than-significant impacts on fire services under Alternative 8. No additional fire protection-related Project Design Features are applicable to Alternative 8.

(iv) Conclusion:

Alternative 8 would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, Alternative 8 impacts on fire protection would be less than significant. Additionally, Alternative 8's contribution to cumulative impacts related to fire services would not be cumulatively considerable. Therefore, Project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

(c) Police Protection

(i) Impact Summary:

a. Construction:

As described for the Original Project on pages IV.K.2-14 through IV.K.2-16 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-302 through V-304 of the Draft EIR, Alternative 8 would implement various safety and control features during construction that would reduce the potential for incidents that would require police responses. Alternative 8's construction phase, although of shorter duration than that of the Original Project, could increase potential demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce LAPD demand during construction, Alternative 8 would implement a number of security measures, such as Project Design Feature POL-PDF-1 to limit access to construction areas, including private security construction fencing, and locked entry; Project Design Feature TRAF-PDF-2, a Construction Traffic Management Plan to ensure that adequate and safe access remains available at the Project Site during construction activities; and Project Design Feature TRAF-PDF-3, a Construction Worker Parking Plan to identify and enforce parking location requirements for construction workers. Additionally, most construction staging for Alternative 8 would occur on the Project Site, and construction workers would generally start and end their workdays in advance of peak traffic hours, thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by Alternative 8, as with the Original Project, would not significantly impact LAPD response times within the Project Site vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction.

Additionally, construction impacts are temporary in nature and do not cause lasting effects, and partial lane closures, if determined necessary, would not significantly affect emergency response vehicles, which have various methods to clear traffic paths. Accordingly, Alternative 8 construction would not result in substantial adverse physical impacts associated with the provision of or need for new or altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, impacts would be less than significant and would be similar to the Original Project.

b. Operation:

As described on pages V-303 through V-304 of the Draft EIR, according to LAPD service population generation factors, assuming that 85 percent of Alternative 8's 903 residential units, or 768 units, were one- and two-bedroom units, which would generate an estimated service population gain of 2,304 residents, and 15 percent of Alternative 8's 903 units (136 units) were three-bedroom units or more, which would generate a gain of 544 residents, Alternative 8 would result in a gain of 2,848 in residential service population. Alternative 8 would generate 1,849 employees. In total, Alternative 8 would increase the LAPD service population by 4,697. As discussed in Section IV.K.2, *Police Protection*, of the Draft EIR, LAPD does not provide crime rates for non-resident population. However, the Draft EIR analysis of impacts to police services to be conservative, evaluated the residential and nonresidential populations as requiring police protection services and determined that the potential crime rate, one factor used by LAPD to determine need, would be higher than for the Original Project. To help off-set the increased service population, Alternative 8 would incorporate Project Design Feature POL-PDF-2 to provide a 24-hour/seven-day security program to ensure the safety of its employees and site visitors, which would reduce demand on police services during operation. As a result, Alternative 8 would not increase police services demand to the extent that the addition of a new police facility, or the expansion, consolidation, or relocation of an existing facility, would be required to maintain service. As such, Alternative 8 would not result in potential physical impacts associated with construction of police facilities and impacts with respect to police protection would be less than significant. However, as crime rates and Project Site occupancy would be greater, impacts to police protection services under Alternative 8 would be greater than the Original Project but still less than significant.

(ii) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.K.2-21 through IV.K.2-25 of the Draft EIR, which are equally applicable to Alternative 8, as with Alternative 8, the related projects would be required to implement a construction traffic management plan to ensure that adequate emergency access to the property and neighboring properties is maintained and would be required to implement similar security measures as under Alternative 8 to limit access to construction areas, such as hiring private security, installing construction fencing, and including security lighting. With regards to operational traffic impact of emergency vehicle response times, as with Alternative 8, related projects are expected to include design features and may include mitigation measures that would serve to reduce traffic impacts. Additionally, similar to Alternative 8, the related projects would contribute revenue to the City's General Fund, which could fund LAPD expenditures as necessary to offset the cumulative incremental impact on police services. With regard to cumulative impacts on police protection, as explained Section IV.K.2.3.b.(1) of the Draft EIR, the obligation to provide adequate police protection services is the responsibility of the City. Accordingly, Alternative 8's contribution to cumulative police protection impacts would not

be cumulatively considerable, and, therefore, cumulative impacts would be less than significant and would be similar to the Original Project.

(iii) Project Design Features:

The City finds that Project Design Feature POL-PDF-1 (Security Features During Construction) and Project Design Feature POL-PDF-2 (Security Features During Operation), set forth below, and Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan) set forth below under Transportation Section of these Findings, and incorporated into Alternative 8, will further reduce the less-than-significant impacts on police services under Alternative 8.

POL-PDF-1: Security Features During Construction. Private security personnel will monitor vehicle and pedestrian access to the construction areas and patrol the Project Site, construction fencing with gated and locked entry will be installed around the perimeter of the construction site, and security lighting will be provided in and around the construction site.

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

- a. Installing and utilizing a 24-hour security camera network throughout the underground and above-ground parking garages, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. All security camera footage will be maintained for at least 30 days, and such footage will be provided to the LAPD, as needed.
- b. Full-time security personnel. Duties of the security personnel will include, but would not be limited to, assisting residents and visitors with Project Site access, monitoring entrances and exits of buildings, and managing and monitoring fire/life/safety systems.
- c. Staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services.
- d. Controlled access to all housing units, hotel areas, and residential common open space areas through the use of key cards, site security and/or other means, as appropriate.
- e. Maintenance of unrestricted access to commercial/restaurant uses, publicly accessible open space areas, and the paseo during business hours, with public access (except for authorized persons) prohibited after the businesses have closed via the use of gates, signage security patrols and/or other means determined appropriate.
- f. Lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units and hotel rooms for security purposes.
- g. Regarding public events in the open space areas, following event completion and attendee dispersal, barricades to be placed on the stages, and regularly scheduled security patrols, as well as camera surveillance, to reduce the potential for undesirable activities within the publicly accessible open space.

(iv) Conclusion:

Alternative 8 would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts and, therefore, Project impacts on police protection would be less than significant. Additionally, Alternative 8's contribution to cumulative impacts related to police services would not be cumulatively considerable. Therefore, Project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

(d) Schools**(i) Impact Summary:****a. Construction:**

As described for the Original Project on page IV.K.3-10 of the Draft EIR, which is equally applicable to Alternative 8, construction of Alternative 8 would require employees who are anticipated to be hired from a mobile regional construction work force that moves from project to project, and, given the temporary nature of these construction jobs, construction employees would not be expected to relocate residences (and, therefore, a student population) within this region or move from other regions. Therefore, Alternative 8 construction would not result in a notable increase in the resident population or generate new students needing to attend local schools. Therefore, construction would not adversely affect the operation and enrollment capacities of nearby schools and would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, the construction of which would cause significant environmental impacts. Impacts on schools would be less than significant and would be similar to the Original Project.

b. Operation:

As described on page V-304 of the Draft EIR, based on the Los Angeles Unified School District's (LAUSD) student generation rates for residential, office, and commercial uses within their 2018 Developer Fee Justification Study, Alternative 8 would generate approximately 417 elementary school students, 116 middle school students, and 240 high school students totaling 773 students compared to approximately 441 students for the Original Project. The additional students generated by Alternative 8 could potentially exceed the number of seats available at local schools. However, pursuant to Government Code Section 65995, the Project Applicant would be required to pay fees in accordance with SB 50. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving Alternative 8 are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed to be full mitigation of a project's development impacts. As such, impacts to schools under Alternative 8 would be less than significant. However, because Alternative 8 would generate more school-age children than the Original Project, impacts on schools would be greater than the Original Project but still less than significant.

(ii) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.K.3-15 through IV.K.3-19 of the Draft EIR, which are equally applicable to Alternative 8, the impacts of cumulative development on local schools is likely to be overstated since, amongst other reasons, it assumes that none of the future residents or employees with families would already have students attending the schools that would serve the Project area. Additionally, all related projects would be required to pay developer fees under the provisions of the Government Code to fully address the impacts of new development on school facilities. Accordingly, Alternative 8 and related projects would not result in a substantial adverse physical impact associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for schools. Therefore, Alternative 8's incremental contribution towards school impacts would not be cumulatively considerable, and cumulative impacts would be less than significant and would be similar to the Original Project.

(iii) Project Design Features:

No specific Project Design Features are proposed with regard to schools.

(iv) Conclusion:

Alternative 8 would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, and, therefore, impacts on school facilities would be less than significant. Additionally, Alternative 8's contribution to cumulative impacts related to school facilities would not be cumulatively considerable. Therefore, Project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

(e) Parks and Recreation

(i) Impact Summary:

a. Construction:

As explained for the Original Project on pages IV.K.4-25 through IV.K.4-26 of the Draft EIR, which is equally applicable to Alternative 8, the distance of the nearest park for the Project Site (approximately 0.35 miles away) and the intervening development would avoid potential noise or conflict with construction activities. While a small number of construction workers may visit the park during or after a workday, these construction workers are temporary employees with high turnover associated with the various phases of construction, so such park use would be rare and short-term. Therefore, Alternative 8 construction would not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration would occur or be fully accelerated. As such, Alternative 8's impacts on parks and recreation would be less than significant and would be similar to the Original Project.

b. Operation:

As described on pages V-304 through V-305 of the Draft EIR, Alternative 8 would generate approximately 2,186 new residents that would utilize parks and recreation facilities compared to approximately 2,433 new residents under the Original Project. Alternative 8 would comply with LAMC Section 21.10.3, which requires a dwelling unit construction tax of \$200 for each new residential unit for City acquisition of new park space. Furthermore, Alternative 8 would meet the requirements of LAMC Sections 12.21 and 17.12, and 21.10.3(a)(1) regarding the provision of useable open space. Although Alternative 8, as with the Original Project, would not meet the parkland provision goals set forth in the Park Recreation Plan, which recommends 2.0 acres each of neighborhood and community recreational sites and facilities per 1,000 residents and 6.0 acres of regional recreational sites and facilities per 1,000 residents, these are Citywide goals and are not intended to be requirements for individual development projects. Moreover, Alternative 8's provision of on-site recreational amenities and open space would reduce the use of area parks and recreational facilities by Alternative 8 residents, and payment of in-lieu park fees consistent with the LAMC requirements would further supplement any potential impacts on the regional or local park and recreational facilities. Thus, similar to the Original Project as described on pages IV.K.4-17 through IV.K.4-24 of the Draft EIR, operation of Alternative 8 would not exacerbate the existing shortfalls in parkland relative to City standards to the extent that new or physically altered park or recreational facilities would need to be constructed, the construction of which would cause

significant adverse physical environmental impacts. Thus, impacts with respect to parks and recreation would be less than significant under Alternative 8. However, since Alternative 8 would generate less population and a proportionate decrease in demand for park space than the Original Project, impacts would be less than the Original Project.

(ii) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.K.4-28 through IV.K.4-30 of the Draft EIR, which are equally applicable to Alternative 8, all related projects with residential uses would be required to comply with LAMC Sections 12.21 and 12.33, which require the provision of on-site open space and park facilities and/or payment of in-lieu fees to offset a project's impact to off-site park and recreational facilities. Therefore, with the provision of on-site open space and recreational facilities, as well as payment of applicable fees, Alternative 8 and related projects would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated; include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment; or result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. Accordingly, Alternative 8's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts on parks and recreational facilities would be less than significant and would be similar to the Original Project.

(iii) Project Design Features:

No specific Project Design Features are proposed with regard to parks and recreation.

(iv) Conclusion:

Alternative 8 and the related projects would be required to comply with applicable LAMC requirements and payment of fees related to open space, parks and recreational facilities. Alternative 8 would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated or new facilities we need to constructed the construction of, which could cause significant environmental impacts. Therefore, Alternative 8's contribution to cumulative impacts related to parks and recreation facilities would not be cumulatively considerable, and Project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

(f) Libraries

(i) Impact Summary:

a. Construction:

For the reasons described for the Original Project on pages IV.K.5-9 through IV.K.5-10 of the Draft EIR, which are equally applicable to Alternative 8, due to the temporary and short-term nature of the construction projects and jobs, there would be no notable increase in library usage at the libraries serving the Project Site. As such, construction of Alternative 8 would not exceed the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the Los Angeles Public Library (LAPL), which would

result in the need for new or altered facilities, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Impacts on library facilities during construction would be less than significant and would be similar to the Original Project.

b. Operational:

As described on page V-305 of the Draft EIR, Alternative 8's residential population would increase demand for library services. The LAPL has indicated they have no plans for a new branch library in the Project Site vicinity. There are also three libraries within one mile of the Project Site which could serve Alternative 8. Furthermore, in consideration of Alternative 8's ability to provide internet service, generate revenue to the City's General Fund, and LAPL's ongoing expansion and availability of online resources, similar to the Original Project, Alternative 8's increase in demand to any one local library would not be expected to result in a substantial increase in demand that would necessitate new or physically altered facilities. Therefore, Alternative 8 would not create the need for new or physically altered library facilities, the construction of which would result in substantial adverse physical environmental impacts, in order to maintain acceptable service ratios or objectives and impacts to libraries under Alternative 8 would be less than significant. However, because Alternative 8 would generate less residential population, impacts relative to libraries would be less than the Original Project.

(ii) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.K.5-14 through IV.K.5-18 of the Draft EIR, which are equally applicable to Alternative 8, based on the related projects' ability to provide internet service, generate revenue to the City's General Fund, and LAPL's ongoing expansion and availability of online resources, Alternative 8's contribution to cumulative impacts on libraries would not be cumulatively considerable. As such, cumulative impacts on libraries would be less than significant and less than the Original Project.

(iii) Project Design Features:

No specific Project Design Features are proposed with regard to tribal resources.

(iv) Conclusion:

Alternative 8 would not create the need for new or physically altered library facilities, the construction of which would result in substantial adverse physical environmental impacts, in order to maintain acceptable service ratios or objectives. Additionally, Alternative 8's contribution to cumulative impacts related to libraries would not be cumulatively considerable. Therefore, Project-level and cumulative impacts would be less than significant, and no mitigation measures are required.

12. Transportation

(a) Impact Summary:

(i) Conflict with Programs, Plans, Ordinances, or Policies Addressing the Circulation System, Transit, Roadways, Bicycle and Pedestrian Facilities:

As described on page V-305 of the Draft EIR and Appendix B-4, *Supplemental Transportation*

Analysis for the Hollywood Center Project Alternative 8, of the Final EIR, Alternative 8, as with the original Project, would support multimodal transportation options and a reduction in VMT, as well as promote transportation-related safety in the Project area. For the reasons described for the Original Project in Table IV.L-3, *Consistency of the Project with Applicable Policies and Programs of Mobility Plan 2035*, of the Draft EIR, which are equally applicable to Alternative 8, and Attachment A to Appendix B-4 of the Final EIR, Alternative 8 would not conflict with any of the applicable policies, issues, or programs of the Mobility Plan 2035. Similarly, for the reasons described for the Project on pages IV.I-38 through IV.L-42 of the Draft EIR, which are equally applicable to Alternative 8, and as stated on page V-305 of the Draft EIR and Attachment A to Appendix B-4 of the Final EIR, Alternative 8 would not conflict with the applicable provisions of Hollywood Community Plan, the Hollywood Redevelopment Plan's Objective 6 to coordinate land use densities and to promote the use of transit, the LADOT Manual of Policies and Procedures, the Vision Zero Plan, the LAMC, the Plan for a Healthy Los Angeles, the Citywide Design Guidelines, the Mobility Hubs Reader's Guide, or the Walkability Checklist. Thus, Alternative 8 would not conflict with policies of Mobility Plan 2035 and the City of Los Angeles Complete Streets Design Guide, adopted to protect the environment and reduce VMT. Project Design Feature TRAF-PDF-1 under Alternative 8 would implement a TDM Program to address parking, transit, commute trip reductions, shared mobility, bicycle use, and pedestrian access, and TDM management strategies. TDM measures to promote bicycle use include bicycle parking spaces, bike lockers, and showers for residents, employees, and visitors. As described on pages 2-36 through 2-44 of the Final EIR and Appendix B-4 of the Final EIR, while the Original Project did not have any work VMT impact because the square footage of the retail/restaurant space was below the threshold of significance for analysis, and Alternative 8 contains an analysis of the work VMT, the conclusion that Alternative 8 would be consistent with the applicable plans remains the same since Alternative 8's low work VMT would be below the threshold of significance, as described in Appendix B-4.

Additionally, as with the Original Project, Alternative 8 would increase population density in close proximity to the Metro Red (B) Line Hollywood/Vine Station, other regional Metro bus lines, and the LADOT DASH lines. Alternative 8 would also provide for road and pedestrian improvements, including a paseo linking the West Site and East Site and new median improvements along Vine Street, which would enhance pedestrian safety. A signalized mid-block crosswalk is proposed across Argyle Avenue to help facilitate local pedestrian circulation and access by maintaining a path of east-west travel with the existing mid-block crosswalks across Ivar Avenue and Vine Street.

For all these reasons, similar to the Original Project, Alternative 8 would not conflict with programs, plans, ordinances or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and, as such, impacts relative to relevant plans and programs would be less than significant and similar to the Original Project.

(ii) Consistency with CEQA Guidelines Section 15064.3 (b):

As described on page V-307 of the Draft EIR and page 3-51 and Appendix B-4 of the Final EIR, Alternative 8 would have a household VMT of 4.5 per capita and a work VMT of 5.0 per employee compared to the Original Project's household per capita VMT of 4.8 and its exemption from retail VMT analysis. Alternative 8's rates are all below the thresholds of significance proposed for the City's Central Area Planning Commission household VMT of 6.0 and work VMT of 7.6 per employee. Thus, impacts under Alternative 8 would be less than significant. However, as Alternative 8's comparative household and work VMT per capita rates are lower than the Original Project's, Alternative 8 impacts with respect to CEQA Guidelines Section 15064(b) would be less

than the Original Project as to household VMT but greater than the Original Project as to work VMT although still less than significant.

(iii) Design Hazards:

As described on page V-307 of the Draft EIR and Appendix B-4, *Supplemental Transportation Analysis for the Hollywood Center Project Alternative 8*, of the Final EIR, Alternative 8 would reduce existing curb cuts from 12 to five, provide new sidewalks around the perimeter of the Project Site, and eliminate driveway crossings on Vine Street. Improvements under Alternative 8 would include a signalized mid-block crosswalk provided across Argyle Avenue to help facilitate local pedestrian circulation and access. Alternative 8 would provide a paseo through the Project Site between Argyle Avenue and Ivar Avenue. Access to the Capitol Records Complex (including both the Capitol Records Building and the Gogerty Building) would continue to be provided via the existing driveway on Yucca Street. Alternative 8 would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Thus, Alternative 8 would not substantially increase hazards, vehicle/pedestrian conflict, or preclude City action to fulfill or implement projects associated with these networks. Alternative 8 would contribute to overall walkability through enhancements to the Project Site, streetscape, and crossing of Argyle Avenue, and would not substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Therefore, impacts under Alternative 8 would be less than significant and would be similar to the Original Project.

(iv) Emergency Access:

As described on pages V-307 through V-308 of the Draft EIR and Appendix B-4, *Supplemental Transportation Analysis for the Hollywood Center Project Alternative 8*, of the Final EIR, the Project Site is located in an established urban area served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. No policy or procedural changes to an existing risk management plan, emergency response plan, or evacuation plan would be required due to implementation under Alternative 8. All driveways and the internal circulation would be subject to LAFD review to confirm adequate access is provided internally for on-site emergency vehicle access. With review and approval of Project Site access and circulation plans by the LAFD, Alternative 8 would not impair implementation of or physically interfere with adopted emergency response or emergency evacuation plans. Additionally, as described in Chapter IV.F, *Hazards and Hazardous Materials*, of the Draft EIR, the streets adjacent to the Project Site are not designated disaster routes. Moreover, Project Design Features TRAF-PDF-2 (Construction Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan) would ensure that emergency access is not impeded during construction. For all the foregoing reasons, impacts regarding emergency access under Alternative 8 would be less than significant and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.L-47 through IV.L-49 of the Draft EIR, which are equally applicable to Alternative 8, neither Alternative 8 nor the nearby related projects would conflict with applicable programs, plans, ordinances or policies addressing the circulation system nor would they conflict with adjacent street designations and classifications, nor require street widenings. Other related projects in further proximity with the Project Site would

not share adjacent street frontages and, as a result, would not contribute with Alternative 8 to any conflicts with applicable regulations or programs. Therefore, Alternative 8's contribution to cumulative impacts related to programs, plans, ordinances or policies addressing the circulation system would not be considerable and cumulative impacts would be less than significant and similar to the Original Project.

As described for the Original Project on page IV.L-48 of the Draft EIR, which is equally applicable to Alternative 8, according to the LADOT's Transportation Assessment Guidelines (TAG), projects that do not demonstrate a project impact applying the VMT thresholds is sufficient to demonstrate a less than significant cumulative impact. Therefore, Alternative 8's cumulative household VMT impacts would be less than significant and similar to the Original Project and Alternative 8's cumulative work VMT impacts would be greater than the Original Project but still less than significant.

As explained for the Original Project on page IV.L-48 of the Draft EIR, which is equally applicable to Alternative 8, design hazards are generally limited to a project's immediate vicinity. Nonetheless, each related project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrians, and bicyclists. Therefore, Alternative 8's contribution to cumulative impacts associated with hazardous design conditions would not be considerable and the cumulative impacts would be less than significant and would be similar to the Original Project.

For the reasons described for the Original Project on pages IV.L-48 through IV.L-49 of the Draft EIR, which are equally applicable to Alternative 8, as to emergency access, related projects would be required to implement design features such as construction management plans to ensure adequate emergency access is maintained in and around the related project sites throughout construction. Similarly, the related projects would be required to comply with applicable policies and regulatory measures regarding emergency access and would also be reviewed by the LAFD to ensure compliance with emergency access requirements. Consequently, Alternative 8's contribution to impacts on emergency access would not be cumulatively considerable and cumulative impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

The City finds that Project Design Feature TRAF-PDF-1 (Transportation Demand Management Program), Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan), and Project Design Feature TRAF-PDF-3 (Construction Worker Parking Plan), set forth below and incorporated into Alternative 8, further reduce the less-than-significant transportation impacts of Alternative 8.

TRAF-PDF-1: Transportation Demand Management (TDM) Program. The Applicant will implement a TDM Program aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The TDM Program will be subject to review and approval by the Los Angeles Department of City Planning and LADOT. The exact measures to be implemented will be determined when the Program is prepared, prior to issuance of a final certificate of occupancy for the Project. The strategies in the TDM Program will include, but are not necessarily limited to:

Parking

- Unbundle residential parking and price according to market rate

- Unbundle commercial parking coupled with pricing workplace parking and parking cash-out
- Contribute to LADOT Express Park program to upgrade local parking meter technology
- Daily parking discount for Metro Commuters

Transit

- Provide a location on-site at which to purchase Metro passes and display bus information
- Transit subsidies (available to residents and commercial employees) up to 50 percent of the cost of a monthly pass
- Provide parking spaces for monthly lease to non-resident Metro park-and-ride users
- Provide discounted daily parking to non-resident Metro transit pass holders
- Immediately adjacent Metro bus stop upgrades, which could include, but not limited to, street furniture, signage, and/or other transit-related information

Commute Trip Reductions

- Commute trip reduction program:
 - Rideshare (carpool/vanpool) matching and preferential parking
 - Guaranteed ride home (e.g., monthly Uber/Lyft/taxi reimbursement)
 - Encourage alternative work schedules and telecommuting for project residents
 - Business center/work center for residents working at home

Shared Mobility

- On-site car share
- Rideshare matching
- On-site bike share station with subsidized or free membership (residents, employees); on-site guest bike share service (hotel) (if/when public bike share comes to Hollywood)
- Coordination with LADOT Mobility Hub program

Bicycle Infrastructure

- Develop a bicycle amenities plan
- Bicycle parking (indoors and outdoors)
- Bike lockers, showers, and repair station
- Convenient access to on-site bicycle facilities (e.g., wayfinding, etc.)
- Contribution towards City's Bicycle Plan Trust Fund

Site Design

- Integrated pedestrian network within and adjacent to site (e.g., transit-, bike-, pedestrian-friendly)
- External and internal multimodal wayfinding signage

Education & Encouragement

- Transportation information center, kiosks and/or other on-site measures, such as providing a Tenant Welcome Package (i.e., all new residents receive information on available alternative modes and ways to access destinations)
- Tech-enabled mobility: incorporating commute planning, on-demand rideshare matching, shared-ride reservations, real-time traffic/transit information, push notifications about transportation choices, interactive transit screens, etc.

- Marketing and promotions (including digital gamification – participants can log trips for prizes, promotions, discounts for local merchants, incentives, etc.)

Management

- On-site TDM Program coordinator and administrative support
- Conduct user surveys
- Join future Hollywood Transportation Management Organization (TMO)

TRAF-PDF-2: Construction Traffic Management Plan. Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan (CMP), including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction-related project representatives (i.e., construction contractors), whose projects will potentially be under construction at around the same time as the Project, will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The CMP will include, but not be limited to, the following elements as appropriate:

- As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off Ivar Avenue, Vine Street, and Argyle Avenue.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or travel lane closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

TRAF-PDF-3: Construction Worker Parking Plan. The Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan will identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Construction workers will not be permitted to park on the street.

- All construction contractors will be provided with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.

(d) Conclusion:

Alternative 8 would not conflict with programs, plans, ordinances, or policies addressing the circulation system; would not exceed VMT thresholds; would not create a geometric hazard due to design or incompatible use; and would not result in inadequate emergency access. As such, Alternative 8's contribution to cumulative transportation impacts would not be cumulatively considerable. Therefore, Project-level and cumulative impacts related to transportation would be less than significant, and no mitigation measures are required.

13. Tribal Cultural Resources

(a) Impact Summary:

As described on page V-308 of the Draft EIR, the City complied with AB 52 in its consultation and records searches conducted for the Phase I Cultural Resources Assessment, Paleontological Resources Assessment, and Tribal Cultural Resources Reports, Appendices F-2, G-4, and O of the Draft EIR, respectively. The research indicated no known tribal cultural resources within the Project Site or surrounding area. However, in the event that buried tribal cultural resources are encountered during construction under Alternative 8, the Project Applicant will be required to comply with the City's standard Conditions of Approval for the treatment of inadvertent Tribal cultural resource discoveries. Therefore, as described on pages IV.M-8 through IV.M-9 and V-308 of the Draft EIR, through review of the entire record, including the Tribal Cultural Resources Report contained in Appendix O of the Draft EIR and the correspondence located in Appendix C, *Tribal Correspondence*, of the Final EIR, the City has determined that Alternative 8 would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074, and, therefore, impacts would be less than significant with compliance with the City's standard Conditions of Approval. As excavation depths would be similar, impacts to tribal cultural resources under Alternative 8 would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on page IV.M-10 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 would not contribute to a cumulative impact on tribal resources since Alternative 8 would have a less-than significant impact and the related projects would be required to engage in AB 52 consultation with relevant tribes and identify any potential tribal resources on that site. Should investigation, similar to what was conducted for the Project Site, disclose no known potential resources on the related project site, the related project would still be subject to the City's standard Conditions of Approval to address any inadvertent discovery. Therefore, Alternative 8's contribution to cumulative impact to tribal resources would not be considerable. As such, Alternative 8's cumulative impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to tribal resources.

(d) Conclusion:

As there are no known tribal cultural resources on or near the Project Site, project-level and cumulative impacts to tribal cultural resources would be less than significant and no mitigation measures are required.

14. Utilities and Service Systems – Wastewater

(a) Impact Summary:

(i) Construction:

As described for the Original Project on pages IV.N.1-12 through IV.N.1-13 and IV.N.1-17, and Appendix P-1, *Utility Infrastructure Technical Report: Water, Wastewater and Energy*, of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8's construction would generate a negligible amount of wastewater, and any such generation would be temporary only lasting during construction activities. Therefore, Alternative 8 construction would not require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and the impact would be less than significant and similar to the Original Project.

(ii) Operation:

As described on pages V-308 through V-309 of the Draft EIR, Alternative 8 would generate additional wastewater and increase demand on the existing Hyperion Treatment Conveyance System and Hyperion Treatment Plant. As shown on Table V-14, *Alternative 8 Wastewater Generation During Operation*, which summarizes Alternative 8's approximate wastewater generation, 45 percent of Alternative 8's 903 residential units would be one-bedroom units, 40 percent would be two-bedroom units, and 15 percent would be three-bedroom units, while indoor amenities, spa/health club, retail/restaurant space, and swimming pool areas would be similar to those of the Original Project. As shown in Table V-14, Alternative 8 is estimated to generate an increase of approximately 308,843 gallons per day (gpd), or 0.308 million gallons per day (mgd) of wastewater compared to the Original Project's increase of 311,680 gpd, or approximately 0.312 mgd. These estimates do not account for reductions in wastewater generation that would occur with implementation of conservation measures. The increase in wastewater generation by Alternative 8 would be within the capacity limits of the conveyance and treatment facilities serving the Project Site. As such, Alternative 8 would not require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which would cause significant environmental effects, and the impact would be less than significant. However, because Alternative 8 would generate a lower volume of wastewater, impacts under Alternative 8 would be less than the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.N.1-19 through IV.N.1-21, and Table IV.N.1-4, *Estimated Cumulative Wastewater Generation*, of the Draft EIR, which are equally applicable to Alternative 8 which would generate less wastewater, Alternative 8 and the related projects would not generate wastewater in excess of existing or planned capacity of the City's wastewater system. Alternative 8, considered together with the related projects, would not exceed wastewater treatment requirements or standards of the applicable regulatory agencies; require or result in the construction of new water or wastewater treatment facilities or expansion of existing

facilities, the construction of which could cause significant environmental effects; or result in a determination by the Hyperion Sanitary Sewer System, the wastewater treatment provider that would serve Alternative 8, that it does not have adequate capacity to serve Project and related project demand in addition to its existing commitments. Therefore, Alternative 8's impacts, when considered together with the impacts of the related projects, would not result in a cumulative considerable contribution to a significant impact on the wastewater system, and Alternative 8's cumulative impacts would be less than significant and less than the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to wastewater.

(d) Conclusion:

As there is sufficient capacity without construction of new or expanded facilities, project-level and cumulative impacts with respect to wastewater would be less than significant, and no mitigation measures are required.

15. Utilities and Service Systems – Water Supply

(a) Impact Summary:

(i) Construction:

As described for the Original Project on pages IV.N.2-23 through IV.N-26 and Appendices P-1, *Utility Infrastructure Technical Report: Water, Wastewater and Energy*, and P-2, *Water Supply Assessment*, of the Draft EIR, which is equally applicable to Alternative 8, Alternative 8 construction demand for water would be in the range of 1,000 to 2,000 gpd, much less than the demand for Alternative 8 operation, which would not exceed the capacity and availability of the existing City water system. Therefore, Alternative 8 construction would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and the impact would be less than significant and would be similar to the Original Project.

(ii) Operation:

As described on pages V-310 through V-311 of the Draft EIR, Alternative 8 would increase demand on water supplies and infrastructure over existing conditions. Based on wastewater generation factors shown in Table V-14 of the Draft EIR, residential, commercial, office, and recreational uses provided under Alternative 8 would generate a maximum day water demand of approximately 308,843 gpd, which includes water demand from draining the pools entirely. However, draining the pools would occur very infrequently and on average over the course of a year, pool-related water demand would average less than approximately 500 gpd. Thus, the water demand analysis in the Draft EIR is based on this average pool daily water demand to provide a reasonable assessment of yearly water demand. Additional water would be required for landscaping and indoor parking structure space. As under the Original Project, landscaping would require approximately 2,227 gpd. Parking would increase from approximately 1,521 spaces under the Project to 2,337 spaces under Alternative 8. As such, parking space water demand is expected to increase from 445 gpd under the Original Project by approximately by approximately 54 percent to approximately 683 gpd. Alternative 8's water maximum daily demand is estimated to be 311,753 gpd prior to water conservation. Water conservation measures under the City's

Ordinance No. 184,248, the 2017 Los Angeles Plumbing Code, and the 2017 Los Angeles Green Building Code, and implementation of water conservation efforts and Project Design Feature WS-PDF-1 would result in a savings of approximately 39 percent, excluding swimming pools. Assuming a water demand of 500 gpd for the swimming pool, Alternative 8's average daily water demand would be typically less than approximately 144,287 gpd (162 acre-feet per year [afy]) compared to the Original Project's water demand of 163,098 gpd (~183 afy), accounting for water conservations and compliance with applicable regulations.

Alternative 8's water demand projections would be within LADWP's 2015 UWMP's projected increases in Citywide water demands, while anticipating multi-dry year water conditions through the planning horizon of 2040. As such, with regulatory compliance to the LAMC and coordination with LADWP, operation of Alternative 8 would not result in the relocation or construction of new or expanded water facilities, the construction or relocation of which would cause significant environmental effects. However, because Alternative 8 would result in less average daily water demand compared to the Original Project, impacts under Alternative 8 would be less than the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.N.2-33 through IV.N.2-36 of the Draft EIR, which are equally applicable to Alternative 8 which would generate lower water demand, the City has adequate infrastructure capacity and supply to meet the needs of Alternative 8 and the related projects. Moreover, as with Alternative 8, the related projects would need to obtain a determination from the City that there is sufficient capacity and supplies to meet the related projects' projected demand. The related projects would also be required to comply with all applicable regulations regarding water conservation. Therefore, Alternative 8's impacts, when considered together with the impacts of the related projects, would not result in a cumulative considerable contribution to a significant impact on the water system or water supply, and Alternative 8's cumulative impacts would be less than significant and less than the Original Project.

(c) Project Design Features:

The City finds that Project Design Feature WS-PDF-1 (Water Conservation Features), set forth below and incorporated into Alternative 8, would further reduce the less-than-significant water supply impacts of Alternative 8.

WS-PDF-1: Water Conservation Features. The Project will provide the following specific water efficiency features:

- ENERGY STAR Certified Residential Clothes Washers – Front-loading, capacity of 4.5 cubic feet, with Integrated Water Factor of 2.8.
- ENERGY STAR Certified Commercial Clothes Washers – Front-loading, capacity of 4.5 cubic feet, with Integrated Water Factor of 2.8.
- ENERGY STAR Certified Residential Dishwashers – Standard with 3.2 gallons/cycle.
- High-Efficiency Toilets (dual flush) with a flush volume of 0.8 gallons per flush for liquid waste and 1.28 gallons per flush for solid waste. Per Ordinance No. 180,822, Section 125,02, the toilets would have an effective flush volume of 0.96 gallons per flush.
- Install a meter on the pool make-up line so water use can be monitored, and leaks can be identified and repaired.
- Landscaping – Approximately 52 percent of the total proposed landscaping is classified as low water use. Approximately 18 percent of the total proposed landscaping is

classified as very low water use, which is considered drought-tolerant enough to require no irrigation by Model Water Efficient Landscape Ordinance.

- Leak Detection System for swimming pools and Jacuzzi.
- Overhead spray (8 percent) and drip irrigation (92 percent) for landscaped areas.
- Pool splash troughs around the perimeter that drain back into the pool.
- Proper Hydro-zoning/Zoned Irrigation.
- Reuse pool backwash water for irrigation.
- Water-Saving Pool Filter.
- Waterless urinals for commercial uses

(d) Conclusion:

As there is adequate infrastructure and supply without the construction of new or expanded facilities, Project-level and cumulative impacts with respect to water supply would be less than significant, and no mitigation measures are required.

16. Utilities and Service Systems – Solid Waste

(a) Impact Summary:

(i) Construction:

As described on page V-311 of the Draft EIR, similar to the Original Project, Alternative 8 would increase solid waste generation at the Project Site that would need to be landfilled by an estimated 691,269.18 gross tons construction and demolition waste. This amount of waste would represent a small fraction of the available capacity of the County's Azusa Land Reclamation landfill or one of the inert debris engineered fill operations in Los Angeles County. Therefore, Alternative 8 construction would generate solid waste that can be accommodated within existing infrastructure capacity. Furthermore, Alternative 8 construction would comply with all regulations and policies regarding solid waste disposal, reduction, and recycling. Therefore, Alternative 8 construction would not result in generation of solid waste in excess of State or local standards or in excess of local infrastructure capacity or otherwise impair attainment of solid waste reduction goals and impacts would be less than significant and would be similar to the Original Project.

(ii) Operation:

As described on pages V-311 through V-312 of the Draft EIR and page 3-51 of the Final EIR, Alternative 8's 903 residential units would generate approximately 11,134 pounds of solid waste per day or approximately 2,032 tons per year (tpy) and Alternative 8's 1,849 employees would generate approximately 19,470 pounds of solid waste per day or approximately 3,553 tpy. After implementation of the City's 65-percent diversion rate, Alternative 8 would generate approximately 1,955 tpy (3.41 tons per day [tpd]) requiring landfill disposal per year compared to the Original Project's 2.96 tpd landfill disposal rate after diversion. The Sunshine Canyon Landfill, the primary recipient of Class III solid waste from the City, has a maximum daily capacity of 12,100 tpd and a disposal rate of 6,765 tpd, indicating a residual daily capacity of 5,335 tpd. Therefore, Alternative 8's addition of 6.27 tpd landfill disposal rate would represent 0.07 percent of Sunshine Canyon's residual daily capacity, assuming diversion. Therefore, Alternative 8's additional solid waste generation would be accommodated by the County's City-certified waste processing facilities. As such, Alternative 8's operation would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts with respect to solid waste under

Alternative 8 would be less than significant. However, because Alternative 8 would increase solid waste compared to the Original Project, impacts under Alternative 8 would be greater than the Original Project but still less than significant.

(b) Cumulative Impacts:

(i) Construction:

For the reasons described for the Original Project on pages IV.N.3-23 through IV.N.3-25 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 and the related projects would be required to comply with all State and local regulations regarding the disposal, reduction and recycling of solid waste from construction activities including the citywide Construction and Demolition Waste Recycling Ordinance and the Waste Hauler Permit Program. Additionally, the County of Los Angeles has concluded that there is adequate capacity in permitted solid waste facilities to serve the County for current and future users through the 15-year period of 2018 through 2033. Therefore, Alternative 8 construction's contribution to cumulative impacts related to solid waste would be less than significant and would be similar to the Original Project.

(ii) Operation:

As described for the Original Project on pages IV.N.3-25 through IV.N.3-27 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 combined with the related projects represent only a fraction of the available capacity; approximately 0.10 percent, well within the existing and planned infrastructure capacity. Accordingly, Alternative 8's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant. However, due to the greater Project-level contribution of Alternative 8, impacts related to solid waste would be greater than the Original Project but still less than significant.

(iii) Consistency with Applicable Regulations:

As described for the Original Project on pages IV.N.3-27 through IV.N.3-28 of the Draft EIR, which would be equally applicable to Alternative 8, as with Alternative 8, the related projects will be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction, recycling and diversion. As a result, Alternative 8's contribution to cumulative impacts related to consistency with applicable regulations would not be cumulatively considerable, and impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to wastewater.

(d) Conclusion:

With compliance with applicable regulatory measures and as there is sufficient infrastructure capacity for solid waste generated by Alternative 8 and the related projects, Project-level and cumulative impacts with respect to solid waste would be less than significant. No mitigation measures are required.

17. Energy Conservation and Infrastructure

(a) Impact Summary:

(i) Wasteful, Inefficient or Unnecessary Consumption:

As described for the Original Project on pages IV.O-20 through IV.O-40 of the Draft EIR, which is equally applicable to Alternative 8, and pages V-312 through V-313 of the Draft EIR, and page 3-55 to 3-56 of Final EIR, Alternative 8's use of electricity, natural gas, if any, and transportation energy (gasoline and diesel for equipment and vehicles), during construction would be temporary lasting through the duration of construction only and generally limited to construction hours, and would be used in compliance with all applicable federal, State and local regulations relating to fuel efficiency and consistent with LEED Gold Certification level or its equivalent. Alternative 8 would incorporate energy-conservation measures beyond regulatory requirements as specified in Project Design Feature GHG-PDF-1 (Green Building Features) and Project Design Feature WS-PDF-1 (Water Conservation Features). These require USGBC LEED Gold Certification energy performance optimization features, such as reducing building energy cost by a minimum of 11.6 percent for new construction compared to the 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

Alternative 8's proposed residential buildings on the West Site would incorporate LEED Gold Certification, as with the Original Project; however, the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification. Alternative 8 would comply with and exceed existing minimum energy efficiency requirements, such as the Title 24 standards and CALGreen Code, including for building rooftops to be solar-ready so that onsite solar photovoltaic or solar water heating systems could be installed in the future. Alternative 8, would be designed to exceed ASHRAE 90.1-2010 standards by more than 20 percent through the use of efficient heating, ventilation, and HVAC systems and a high-performance building envelope. Indoor air quality would be enhanced through the selection of low-VOC emitting materials, and exhaust systems would be utilized for optimal ventilation in both kitchens and bathrooms. Alternative 8 would be consistent with and not conflict with SCAG's land use type for the area and would encourage alternative transportation and achieve a reduction in VMT resulting in a transportation efficiency level better than the Hollywood neighborhood and City and Statewide average. Based on energy consumption modeling for Alternative 8, natural gas usage in Alternative 8 would be approximately 10 percent higher than the Original Project and electricity usage would be approximately 63 percent higher than the Original Project. Despite the differences in energy consumption which are due to the difference in on-site uses, Alternative 8, would not cause wasteful, inefficient, or unnecessary consumption of energy during operation, and, as such, construction and operation impacts related to efficient energy consumption would be less than significant. Therefore, as Alternative 8 would comply with the applicable efficient energy consumption regulations, impacts under Alternative 8 would be similar to the Original Project.

(ii) Conflict with Plans for Renewal Energy or Energy Efficiency:

As described on page V-313 of the Draft EIR, similar to the Original Project, Alternative 8 would comply with applicable regulations relating to energy efficiency and would not conflict with State or local plans for renewable energy or energy efficiency. Its LEED Gold Certification level or its equivalent, combined with Project Design Features GHS-PDF-1 and WS-PDF-1, and its setting within a TPA in furtherance of the 2016-2040 RTP/SCS goals for GHG reduction are supportive and not in conflict with all applicable energy plans. Therefore, Alternative 8 would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. By exceeding the regulatory standards and compliance with plans for renewable energy and energy efficiency, impacts under Alternative 8 would be less than significant and would be similar to the Original

Project.

(iii) Construction, Expansion or Relocation of Energy Infrastructure:

As described on page V-313 of the Draft EIR, Alternative 8 would utilize energy infrastructure to accommodate respective demand for energy resources. Alternative 8's electricity and natural gas demand is expected to represent a small fraction of LADWP and SoCalGas energy supplies and the service provider's existing infrastructure. Thus, as with the Original Project, planned electricity and natural gas supplies would be sufficient to meet Alternative 8's demand for electricity and natural gas. Therefore, Alternative 8 would not result in an increase in demand for electricity or natural gas services that exceeds available supply or distribution infrastructure that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As such, impacts under Alternative 8 would be less than significant and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.O-47 through IV.O-55 of the Draft EIR, which are equally applicable to Alternative 8, as with Alternative 8, the related projects would be required to comply with all applicable regulations and policies related to energy consumption and efficiency and would also be required to not conflict with or obstruct plans for energy efficiency. Moreover, since growth represented by Alternative 8 and the related projects is within regional and local projections and demand for electricity, natural gas and transportation energy would not exceed infrastructure capacity or supply, these projects are not anticipated to require the construction, expansion or relocation of energy facilities. Therefore, Alternative 8's contribution to cumulative energy impacts would not be considerable and cumulative impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

The City finds that Project Design Features GHG-PDF-1 (Green Building Features), and WS-PDF-1 (Water Conservation Features), set forth above under the GHG and water supply sections in these Findings, and incorporated into Alternative 8, would further reduce the less-than-significant water supply impacts of Alternative 8.

(d) Conclusion:

As the construction and operation of Alternative 8 would not result in the wasteful or inefficient use of electricity, natural gas or transportation energy, or in an increase in demand for electricity, natural gas, or transportation fuels that exceed available supply or distribution infrastructure that could result in the construction of new energy facility or expansion of existing facilities, the construction of which could cause significant environment effect, or conflict with or obstruct energy efficiency plans, Project-level and cumulative impacts with regard to energy use and infrastructure would be less than significant, and no mitigation measures are required.

VI. LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

The EIR determined that, similar to the Original Project, Alternative 8 has potentially significant environmental impacts in the areas discussed below. Where a mitigation measure would be required, the EIR identified feasible mitigation measures to avoid or substantially reduce the

environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, Alternative 8 would not have any significant environmental impacts in these areas as long as all identified feasible mitigation measures are incorporated into Alternative 8. The City, again, ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

1. Air Quality (Cumulative Increase in Criteria Pollution, TACs)

(a) Impact Summary:

(i) Cumulative Increase of Criteria Pollutants (Nitrogen Oxide):

a. Construction:

As described on page V-282 of the Draft EIR, the construction of Alternative 8 would contribute to local and regional air pollutant emissions during construction (short-term or temporary). Construction of Alternative 8 would result in a potentially significant impact relative to the maximum daily emissions of nitrogen oxide (NO_x) as compared to the SCAQMD regional significance thresholds for construction criteria air pollutant emissions in which the region is non-attainment under the California Ambient Air Quality Standards (CAAQS) or the National Ambient Air Quality Standards (NAAQS). Therefore, Mitigation Measure AQ-MM-1 (Construction Equipment) is required to reduce impacts to less than significant.

b. Operation:

As described on page V-283 of the Draft EIR and page 3-48 through 3-49 of the Final EIR, operation of Alternative 8 would contribute to local and regional air pollutant emissions during occupancy (long-term). Alternative 8 would result in a potentially significant impact relative to the maximum daily emissions of NO_x as compared to the SCAQMD regional significance thresholds for construction criteria air pollutant emissions in which the region is non-attainment under the CAAQS or NAAQS. Therefore, Mitigation Measure AQ-MM-2 (Emergency Generator) is required to reduce impacts to less than significant.

c. Toxic Air Contaminants (TAC) (Construction):

As described on page V-284 of the Draft EIR and page 3-49, temporary TAC emissions associated with construction emissions from heavy construction equipment would occur during construction activities but would be of short duration and, therefore, would not result in long-term exposure of sensitive receptors to TAC emissions. Nonetheless, Appendix E of the Draft EIR included a study, which is equally applicable to Alternative 8, that demonstrated that with implementation of Mitigation Measure MM-AQ-1 (Construction Equipment Features), Alternative 8 construction would not expose sensitive receptors to substantial TAC concentrations, and, therefore, impacts to sensitive receptors related to construction TAC emissions would be less than significant with mitigation.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.B-74 through IV.B-77 of the Draft EIR, which are equally applicable to Alternative 8, the City has determined, pursuant to SCAQMD guidance that the approach to address the cumulative air quality impacts, the Lead Agency would use the same significance thresholds for project-specific and cumulative impacts. As explained

on page IV.B-74 of the Draft EIR, the City has identified a number of related projects located in the Project Site area that are currently proposed, have not yet been built, or that are currently under construction. Since both the timing and the sequencing of the construction of the related projects are unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. For this reason, the SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality; or (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts. The Draft EIR included an analysis using both methodologies, which is equally applicable to Alternative 8 for all the previously stated reasons. However, only the Project-specific impacts would result in cumulative impacts since, for the reasons described above, Alternative 8 would not conflict with or obstruct implementation of air quality plans, and therefore, Alternative 8's contribution would not be cumulatively considerable.

As described on pages IV.B-76 through IV.B-77 and V-282 through 285 of the Draft EIR, based on the Project-specific level of emissions, impacts would be potentially significant for construction and operation because regional NO_x emissions would exceed the threshold significance, as shown in tables discussed above. Therefore, Project-specific significant impacts are deemed to be significant cumulative impacts as well, and mitigation measures are required to reduce the impact to less than significant.

As discussed above, with implementation of Mitigation Measures AQ-MM-1 and AQ-MM-2, regional emissions from the construction and operation of Alternative 8 would be reduced to below the SCAQMD regional threshold for NO_x. Related projects would also be required under CEQA to incorporate mitigation measures if related project regional or localized emissions exceed the SCAQMD thresholds. Therefore, Alternative 8's contribution to cumulative impacts related to regional NO_x construction and operational emissions would not be cumulatively considerable. As a result, cumulative impacts would be less than significant after implementation of Mitigation Measures AQ-MM-1 and AQ-MM-2 and would be similar to the Original Project.

(c) Project Design Features:

The City finds that Project Design Feature GHG-PDF-1 (Green Building Features) described above in the Greenhouse Gas Emissions Section of these Findings, will allow Alternative 8 to achieve a LEED Gold Certification level or equivalent, which will reduce emissions from Alternative 8. However, while the residential component of Alternative 8 would achieve LEED Gold Certification, the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification.

(d) Mitigation Measures:

The City finds that Mitigation Measures AQ-MM-1 (Construction Equipment Features) and AQ-MM-2 (Emergency Generators), set forth below and incorporated into Alternative 8, would reduce the potentially significant air quality impacts related to cumulative increases in criteria pollutants and exposure of sensitive receptors to TAC emissions of Alternative 8 to less than significant.

AQ-MM-1: Construction Equipment Features. The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features shall include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater during Project construction where available within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT), which means a CARB-certified Level 3 DPM or equivalent.
- Construction equipment, such as tower cranes, shall utilize electricity from power poles or alternative fuels (i.e., non-diesel) rather than diesel power generators and/or gasoline power generators. Pole power shall be made available for use for electric tools, equipment, lighting, etc. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.

AQ-MM-2: Emergency Generators. The Project representative shall schedule routine maintenance and testing of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews shall be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.

(e) Findings:

With respect to cumulative increase of criteria pollutants during construction and operation and exposure of sensitive receptors to TACs during construction, pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, Alternative 8 which mitigate or avoid the potential significant effects identified in the EIR.

(f) Rationale for Finding

(i) Cumulative Increase of Criteria Pollutants/Violation of Air Quality Standards:

a. Construction:

As described on pages IV.B-38 through IV.B-40 of the Draft EIR, which is equally applicable to Alternative 8, the Original Project's daily regional criteria pollutant emissions during construction were estimated by assuming a conservative scenario for construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. Detailed emissions calculations are provided in Appendix E of the Draft EIR. The results of the criteria pollutant calculations were presented in Table IV.B-5 of the Draft EIR

as modified in Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, Table IV.B-5, *Estimated Maximum Regional Construction Emissions for Project Under the Overlapping Construction Scenario – West Side First Scenario*, of the Final EIR and in Table IV.B-5A, *Estimated Maximum Regional Construction Emissions for Project Under the Overlapping Construction Scenario – East Side First* of the Final EIR. These calculations are equally applicable to Alternative 8 as explained below. The calculations in Table IV.B-5 and IV.B-5A incorporated compliance with dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust) and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings). As shown in Table IV.B-5 and Table IV.B-5A, construction-related daily emissions would exceed the SCAQMD thresholds of significance only for NO_x while other emissions levels would be below the applicable thresholds of significance.

As described on page V-282 of the Draft EIR and page and page 3-48 of the Final EIR, as with the Original Project, Alternative 8's construction phases have the potential to generate emissions that would exceed SCAQMD air quality standards through the use of heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operation, and the application of architectural coatings and other building materials. The maximum emissions under Alternative 8 would be similar to the Original Project for construction of the West Site first or construction of the East Site first because emission levels are based on a single day in which maximum construction activity would occur. With implementation of Mitigation Measure AQ-MM-1, the regional NO_x emissions would be reduced to a level below the SCAQMD regional threshold of 100 pounds per day, as shown in Table IV.B-9, *Estimated Maximum Mitigated Regional Construction Emissions for the Project under the Overlapping Construction Scenario – West Site First Scenario* (pounds per day) of the Draft EIR as modified on page 3-16 of the Final EIR and shown in Table IV.B-9A, *Estimated Maximum Mitigated Regional Construction Emissions for the Project under the Overlapping Construction Scenario – East Site First Scenario*, of the Final EIR, which are equally applicable to Alternative 8. Similar to the Original Project, with incorporation of Mitigation Measure AQ-MM-1 which would require the use of diesel-powered construction equipment that meet USEPA Tier 4 Final off-road emissions standards; use of pole electricity or alternative energy to power electric tools, equipment, and lighting; maintenance and operation of construction equipment to minimize exhaust emissions; and incorporation of Project Design Feature GHG-PDF-1 (Green Building Features), construction emissions under Alternative 8 would not exceed SCAQMD numerical significance thresholds. Therefore, with incorporation of Mitigation Measure AQ-MM-1 and Project Design Feature GHG-PDF-1, Alternative 8 emissions related to air quality standards would be less than significant. Since Alternative 8's floor area would be the same and expected duration of construction would be similar as under the Original Project, impacts relative to air quality threshold standards under Alternative 8 would be similar to the Original Project.

b. Operation:

As described on pages IV.B-41 through IV.B-42 of the Draft EIR, which is equally applicable to Alternative 8, since the two construction scenarios, overlapping and sequential, would result in two potential operational buildout timeframes for the Original Project, and since mobile source emissions decrease in future years, the operational emissions analysis was prepared for the earlier operational buildout timeframe for the Original Project, the overlapping scenario, since that scenario would result in the maximum operational emissions. In addition, under both construction scenarios, the West Site would be completed first in the year 2024 and operational before completion of the East Site. Therefore, operational emissions for the West Site in year 2024 were also analyzed in the Draft EIR and Appendix E. The operational emissions were estimated using the CalEEMod software to forecast the daily regional criteria pollutant emissions from on-site area

and stationary sources that would occur during long-term Project operations. Detailed emissions calculations are provided in Appendix E of the Draft EIR.

As described on page V-283 of the Draft EIR, Alternative 8 would generate emissions associated with vehicle trips, heating, lighting, other electric and natural gas power requirements, emergency generators, and architectural coatings. Similar to the Original Project, Alternative 8 would incorporate Project Design Feature GHG-PDF-1 (Green Building Features) and would comply with SCAQMD Rule 1113 regarding architectural coatings.

As described on page V-283 of the Draft EIR and page 3-49 of the Final EIR, NO_x emissions would be 76 pounds per day for the Original Project which exceeds the daily impact threshold for NO_x of 55 pounds per day. At interim buildout conditions and under the overlapping construction scenario with operations of either the West or East Site (whichever is built first) and overlapping construction of the other site, maximum NO_x emissions would be 79 pounds per day for the Original Project. For Alternative 8, at interim buildout conditions and under the overlapping construction scenario with operations of either the West or East Site (whichever is built first) and overlapping construction of the other site, maximum NO_x emissions would be slightly greater than the Original Project because Alternative 8 results in greater daily vehicle trips as compared to the Original Project. However, the primary contributor to Alternative 8's operational emissions is from emergency generator capacity. Alternative 8 would implement the same Mitigation Measures AQ-MM-1 to reduce construction-related emissions and AQ-MM-2 to reduce operational-related emissions as the Project to reduce interim buildout construction and operational NO_x emission levels to a less-than-significant level.

As described for the Original Project, with implementation of Mitigation Measure AQ-MM-2 (Emergency Generators), the regional NO_x emissions would be reduced to a level below the SCAQMD regional threshold of 55 pounds per day, as shown in Table IV.B-10, *Estimated Maximum Mitigated Regional Operational Emissions for the West Site Buildout and Concurrent East Site Construction in 2024*, and Table IV.B-10A, *Estimated Maximum Mitigated Regional Operational Emissions for the East Site Buildout and Concurrent West Site Construction in 2024*, of the Final EIR, and Table IV.B-10 of the Draft EIR (retitled Table IV.B-10B, *Estimated Maximum Mitigated Regional Operational Emissions for the West Site Buildout 2024 – West Site First Scenario*, on page 3-19 of the Final EIR, and Table IV.B-10C, *Estimated Maximum Mitigated Regional Operational Emissions for the West Site Buildout 2024 – East Site First Scenario*, of the Final EIR. Since Alternative 8 would also implement Mitigation Measure AQ-MM-2, Alternative 8's regional NO_x emissions would also be reduced to a level below the 55-pound threshold. By implementing mitigation that restricts the emergency generator testing/maintenance to one emergency generator per day, the emergency generator emissions occurring in a day would be reduced compared to potentially testing multiple generators on the same day, as daily emissions determine the significance of impacts. With implementation of Mitigation Measure AQ-MM-2, regional NO_x emissions from operations would be reduced to below the regional threshold for NO_x, and, therefore, impacts related to regional NO_x operational emissions would be mitigated to a less-than-significant level. However, because of its increased mobile source emissions, impacts under Alternative 8 with respect to cumulative increases in criteria pollutants and violations of air quality standards would be greater than the Original Project but still less than significant with mitigation.

**(ii) Exposure of Sensitive Receptors to Toxic Air Contaminants
(Construction):**

As described on page V-284 of the Draft EIR and page 3-49 of the Final EIR, Alternative 8 would

generate localized emissions during construction, which would be similar to the Original Project. Since emissions are calculated for the worst-case scenario as described on pages IV.B-38 through IV.B-40 and IV.B-43 through VI.B-45 of the Draft EIR, and the Original Project and Alternative 8 would have a similar amount of construction activities utilizing the same types of construction equipment and vehicles, a similar scale of development (floor area) and a similar level of construction emissions as under the Original Project, impacts under Alternative 8 would be similar to the Original Project for construction of the West Site first or construction of the East Site first. Thus, the emissions analysis for the construction of the Original Project is equally applicable to Alternative 8 and maximum daily localized construction emissions would be similar to the Original Project.

Mitigation Measure AQ-MM-1 (Construction Equipment Features) would require utilization of off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards. The Tier 4 standards would reduce diesel particulate matter (DPM) emissions by approximately 81 to 96 percent compared to equipment that meet the Tier 2 off-road emissions standards. As with the Original Project, with implementation of this mitigation measure, Alternative 8 would not expose sensitive receptors to substantial TAC concentrations and impacts would be less than significant and would be similar to the Original Project.

As described on pages IV.B-43 through IV.B-45 of the Draft EIR, the air quality analysis of TACs relied on the guidance manual prepared by the Office of Environmental Health Hazards Assessment (OEHHA) in conjunction with the California Air Resources Board (CARB), for use in implementing the Air Toxics "Hot Spots" Program pursuant to Health and Safety Code, Section 44360, et seq. Alternative 8 would not be considered a TAC Hot Spot since it would not involve a stationary use which would generate excessive TACs, such as a truck stop or warehouse distribution center. Nonetheless, the Draft EIR analyzed the potential risks from TAC emissions from both construction and operation. As to construction impacts, while there is substantial uncertainty in meaningfully evaluating short term exposures, the Draft EIR did utilize OEHHA and SCAQMD guidance to determine if mitigation measures should be implemented.

As described for the Original Project on pages IV.B-70 through IV.B-71 and Appendix E of the Draft EIR, which is equally applicable to Alternative 8, temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during construction activities. According to the OEHHA and SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, TACs can create cancer risks to individuals based on a lifetime (i.e., 70-year) of resident exposure duration. Given the temporary construction schedule of approximately 4.5 years under the overlapping construction scenario and approximately 7 years under the sequential scenario, like the Original Project, Alternative 8 would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of construction activities.

Nonetheless, while a quantified construction Health Risk Assessment (HRA) was not required for the Original Project (Draft EIR page IV.B-44), for informational purposes only, a refined quantitative construction HRA was prepared, the details of which are provided in Appendix E of the Draft EIR. The results of the construction HRA for the Original Project, which is equally applicable to Alternative 8, show that with incorporation of Mitigation Measure AQ-MM-1, set forth above, construction activities would result in cancer risk below 10 in one million for the maximum impacted residential and worker receptors. The maximum non-cancer impacts for the Project would be below a hazard index of 1.0. The results of this refined AERMOD dispersion modeling provides further substantial evidence that TAC emissions from construction activities would not

expose sensitive receptors to substantial TAC concentrations. Thus, although this analysis was provided for informational purposes only, it demonstrates that with incorporation of Mitigation Measure AQ-MM-1, construction activities at the Project Site would not expose sensitive receptors to substantial TAC concentrations. Accordingly, with incorporation of Mitigation Measure AQ-MM-1, Alternative 8 construction impacts from TACs would be less than significant and would be similar to the Original Project.

(g) Reference:

For a complete discussion of air quality impacts, please see Section IV.B, *Air Quality*, Appendix E, *Air Quality/Greenhouse Gas Technical Documentation*, and Chapter V, *Alternatives*, pages V-281 through V-286 of the Draft EIR, and Chapter 3, *Revisions, Clarifications and Corrections to the Draft EIR*, and Appendix E, *Supplemental Project Construction Air Quality Data*, of the Final EIR.

2. Cultural Resources (Historical Resources – Direct Impacts to Hollywood Walk of Fame, Indirect Impacts to Capitol Records Complex, and Archaeological Resources)

(a) Impact Summary:

(i) Direct Impacts (Hollywood Walk of Fame):

As described for the Original Project on pages IV.C-54 through IV.C-55 of the Draft EIR, which is equally applicable to Alternative 8, and page V-286 of the Draft EIR, and Appendix B-2 of the Final EIR, Alternative 8 is located immediately adjacent to portions of the Hollywood Walk of Fame, which border the Project Site along Vine Street between Hollywood Boulevard and Yucca Street (on both the west and east sides of the street). Portions of the Hollywood Walk of Fame fronting the Project Site could be affected during construction due to the presence of heavy construction equipment, generally high levels of activity, and the need for sidewalk improvements. Therefore, as with the Original Project, Alternative 8 construction would require implementation of Mitigation Measure CUL-MM-1 to reduce potential impacts to less than significant.

(ii) Indirect Impacts (Capitol Records Complex):

As to the potential physical damage to the on-site historical resources, the Capitol Records Building and the Gogerty Building, after construction of Alternative 8, these resources would remain intact and in their original location. All of their character-defining features would remain unchanged and continue to be viewable and discernible by the public. They will continue to convey their historic significance and maintain their eligibility for listing as a historical resource. The buildings' National Register eligibility, their status as a listed California Register resource, and their designation as a Los Angeles Historic-Cultural Monument would not be threatened, and impacts would be less than significant. However, similar to the Original Project, the potential for damage due to construction-related vibration and settlement would be a potentially significant impact, which requires implementation of Mitigation Measures CUL-MM-2 and NOI-MM-4 to reduce Alternative 8's construction impacts to the Capitol Records and Gogerty Buildings to less than significant.

(ii) Archaeological Resources:

As described on page V-287 of the Draft EIR, excavation associated with Alternative 8 would

reach a maximum depth of 64 feet for subterranean parking on the East Site and 60 feet on the West Site. Similar to the Original Project, these excavations would cut into the historic fill layer, as well as previously undisturbed native soils. Such depths have the potential to encounter prehistoric and/or historic archaeological resources. Therefore, similar to the Original Project, Mitigation Measures CUL-MM-3 through CUL-MM-5 would be required to reduce this potential impact to less than significant.

(b) Cumulative Impacts:

For the reasons set for Original Project on pages IV.C-88 through IV.C-92 of the Draft EIR, which are equally applicable to Alternative 8, direct construction impacts to Hollywood Walk of Fame and indirect construction impacts to the Capitol Records Complex would be potentially significant as a result of potential damage during construction requiring implement Mitigation Measures CUL-1 and CUL-MM-2 for cultural resources and could lead to cumulative impacts as discussed be under the Significant and Unavoidable Impacts Section of these Findings.

With regards to archeological resources, for the reasons set forth for the Original Project on pages IV.C-92 through IV.C-93 of the Draft EIR, which are equally applicable to Alternative 8, impacts related to archaeological resources under CEQA are in most cases site-specific because they occur on a project level as a result of a project's ground disturbance activities during construction. Therefore, since Alternative 8 would implement Mitigation Measures CUL-MM-3 through MM-CUL-5 for archaeological resources, Alternative 8 would not have a significant contribution to cumulative impacts on archaeological resources and, as a result, cumulative impacts with mitigation would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with respect to cultural resources.

(d) Mitigation Measures:

The City finds that Mitigation Measures CUL-MM-1 and CUL-MM-2, set forth below, and Mitigation Measure NOI-MM-4, presented below in the Noise Section of these Findings, and incorporated into Alternative 8, would reduce the potentially significant cultural resources impacts to historical resources of Alternative 8 to less than significant, with the exception of the potential temporary construction vibration and settlement effects on certain off-site historical resources, which would remain significant and unavoidable.

CUL-MM-1: Prior to any disturbance to the Hollywood Walk of Fame, a City of Los Angeles designated Historic-Cultural Monument, the Applicant shall contact the Hollywood Chamber of Commerce/Hollywood Historic Trust (Chamber/Trust) directly via letter detailing the location of the Project Site, its potential impact on the Hollywood Walk of Fame, Project timeframe, list of affected stars and surrounding sidewalk area, proposed procedures for removal of stars, where and for how long the stars would be stored, how they would be secured, and other relevant details. The Chamber/Trust would reply via letter with the required procedures related to alterations to the Hollywood Walk of Fame and a list of contractors approved for such work. Additionally, the Chamber/Trust would request a formal in-person meeting between the Applicant, Chamber/Trust officials, and staff from the Office of Historic Resources and Department of Public Works Bureau of Engineering to discuss the process in greater depth. Written correspondence to the Chamber/Trust shall be sent to the address that follows: Hollywood Chamber of Commerce, 6255 Sunset Boulevard, Suite 150, Hollywood, CA 90028. Accepting that specific details for removal,

storage and, replacement of affected stars and terrazzo shall be determined through coordination with the Chamber/Trust, the following general procedures shall be implemented:

- Photographic and documentary recordation of the location of each Hollywood Walk of Fame star potentially impacted by project construction shall be completed by a qualified architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for Architectural History;
- Prior to any construction or demolition activities that have the potential to damage the sidewalk along Vine Street, each section of sidewalk containing a star that cannot be reasonably protected in place shall be cut and carefully removed [by a qualified restoration contractor] within its respective bronze-bordered square as specifically directed by Chamber/Trust procedures. Each affected star shall be promptly crated and stored, at a secured off-site location;
- Following completion of Project construction, reinstallation of each affected star at its original documented location shall occur within a newly poured, color-matched terrazzo sidewalk [by a qualified restoration contractor] with work completed to the satisfaction of the Chamber/Trust, the Office of Historic Resources, and the Department of Public Works Bureau of Engineering; and
- Excavation and construction activities in the vicinity of the Hollywood Walk of Fame and work conducted by the restoration contractor to remove, store, and replace affected areas of the Hollywood Walk of Fame, shall be monitored by a qualified historic preservation consultant meeting the Secretary of the Interior's Professional Qualification Standards for Architectural History and documented in a monitoring report that shall be provided to the City of Los Angeles, Office of Historic Resources, and the Chamber/Trust.

CUL-MM-2: Excavation and shoring have the potential to damage buildings in close proximity to the Project Site; therefore, the following procedures are required for shoring system design and monitoring of excavation, grading, and shoring activities are proposed:

- Excavation and shoring plans and calculations for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems and hired under the excavation subcontractor. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer. Maximum allowable lateral deflections for the Project Site are to be developed by the Project Geotechnical Engineer in consideration of adjacent structures, property, and public rights-of-way. These deflection limits shall be prepared in consideration of protecting adjacent historic resources. The shoring engineer shall produce a shoring design, incorporating tie-backs, soldier piles, walers, etc., that is of sufficient capacity and stiffness to meet or exceed the Project strength and deflection requirements. Calculations shall be prepared by the shoring engineer showing the anticipated lateral deflection of the shoring system and its components and demonstrating that these deflections are within the allowable limits. Where tie-back anchors shall extend across property lines or encroach into the public rights-of-way, appropriate notification and approval procedures shall be followed. The final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to LADBS for review and approval during the Grading Permit application submission. The Project Geotechnical Engineer shall provide on-site observation during the excavation and shoring work.

- The general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare an Adjacent Structures Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of adjacent historic resources from damage due to settlement during construction and excavation. The Adjacent Structures Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey monuments and document and record through any necessary means, including video, photography, survey, etc. the initial positions of adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. to form a baseline for determining settlement or deformation. Upon installation of soldier piles, survey monuments shall be affixed to the tops of representative piles so that deflection can be measured. The shored excavation and adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. shall be visually inspected each day. Survey monuments shall be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results.
- Appropriate parties shall be notified immediately and corrective steps shall be identified and implemented if movement exceeds predetermined thresholds, calculated amounts, or if new cracks, distress, or other damage are observed in adjacent structures, sidewalks, buildings, utilities, façades, etc. In the event that settlement due to excavation or construction activity causes damage requiring repairs to the historic features of adjacent historic buildings, (specifically the Capitol Records Building, the Gogerty Building, Pantages Theatre, Avalon Hollywood, and 6316-24 Yucca Street/Art Deco Building storefront), that work shall be performed in consultation with a qualified preservation consultant and in accordance with the California Historical Building Code and the Secretary of the Interior's Standards, as appropriate.
- Foundation systems are to be designed in accordance with all applicable loading requirements, including seismic, wind, settlement, and hydrostatic loads, as determined by the California Building Code and in accordance with the recommendations provided by the Project Geotechnical Engineer. Foundation systems are anticipated to consist of a cast-in-place concrete mat foundations supported by cast-in-place concrete drilled shaft or auger cast piles. Driven piles shall not be used.

The City finds that Mitigation Measures CUL-MM-3 through CUL-MM-5, set forth below, and incorporated into Alternative 8, would reduce the potentially significant cultural archeological resources impacts of Alternative 8 to less than significant.

CUL-MM-3: Prior to issuance of a grading permit and prior to the start of any ground-disturbing activity, 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, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the Project Site. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), 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, Archaeological Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

CUL-MM-4: 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. A 50-foot buffer within which construction activities shall not be allowed to continue shall be established by the Qualified Archaeologist around the find. 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, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and 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, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes.

CUL-MM-5: 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 and CEQA. The report and the Site Forms shall be submitted by the 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.

(e) Finding:

With respect to impacts to archeological resources, pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into Alternative 8, which mitigate or avoid the potential significant effects identified in the EIR.

(f) Rationale:

(i) Direct Impacts to the Hollywood Walk of Fame:

As described for the Original Project on pages IV.C-54 through IV.C-55 of the Draft EIR, which is equally applicable to Alternative 8, and page V-286 through V-287 of the Draft EIR, and Appendix B-2 of the Final EIR, similar to the Original Project, Alternative 8 construction would have direct

impacts to the Hollywood Walk of Fame because construction, particularly during sidewalk improvements, would require the temporary removal of the bronze stars and terrazzo sidewalks on adjacent areas of the historic Hollywood Walk of Fame along Vine Street. In accordance with required procedures for alterations to the Hollywood Walk of Fame set forth in the Hollywood Walk of Fame Terrazzo Pavement Installation and Repair Guidelines (Walk of Fame Guidelines), and in coordination with the Hollywood Chamber of Commerce/Hollywood Historic Trust, the City Office of Historic Resources (OHR), and the Department of Public Works, where stars or parts of the sidewalk cannot be protected in place, the locations would be recorded, and the stars crated and stored in an approved secured location.

Once necessary construction work is completed, the stars would be replaced and restored in an appropriate manner in their original location with matching terrazzo. All restoration work within the Hollywood Walk of Fame shall be reviewed and approved by the Bureau of Engineering as required by LAMC Section 62.105 under permit as required by LAMC Section 62.110 in conjunction with the review of the City Cultural Heritage Commission the Hollywood Historic Trust and Hollywood Chamber of Commerce for both removal and reinstallation. Once restored Alternative 8 would have enhanced this historical resource through the removal of existing driveways and street and landscape improvements. Nonetheless, the temporary removal of portions of the Hollywood Walk of Fame would have a temporary adverse effect on the Hollywood Walk of Fame, which would be a significant impact.

However, through compliance with the Walk of Fame Guidelines and with implementation of Mitigation Measure CUL-MM-1, the Hollywood Walk of Fame's eligibility as an Historic-Cultural Monument, and as a historical resource previously determined eligible for the National Register, would be maintained, and the areas restored would represent upgraded conditions for the Hollywood Walk of Fame, and, therefore, Alternative 8's direct impacts to the resource would be reduced to less than significant with mitigation and would be similar to the Original Project.

(ii) Indirect Impacts to the Capitol Records Complex:

a. Capitol Records Building:

As described for the Original Project on page IV.C-60 of the Draft EIR, which is equally applicable to Alternative 8, and page V-286 through V-287 of the Draft EIR, and Appendix B-2 of the Final EIR, although indirect impacts on the Capitol Records Building associated with the design of new construction and maintaining visual access would be less than significant without mitigation, Alternative 8 could have indirect impacts to the building during construction since construction would include substantial excavation to accommodate the new building's foundation and subterranean parking. As a result, there is potential for construction activities to cause damage to the Capitol Records Building due to vibration or settlement given the building's close proximity to the construction activity. As is common in similar urban development sites, vibration and settlement would be controlled through adherence to design values prescribed by the shoring engineer and geotechnical engineer with the intent to prevent damage to adjacent structures and through monitoring of associated construction activities. Although steps would be taken during construction to help ensure design values are not exceeded, if exceedance were to occur and result in structural damage, such damage would likely be surficial and repairable based on industry practice and knowledge of construction activities in similar settings. Nonetheless, the potential for damage to this historical resource due to construction-related vibration and settlement would be a potentially significant impact.

As described for the Original Project on pages IV.C-80 through IV.C-83 of the Draft EIR, which is

equally applicable to Alternative 8, and page V-286 of the draft EIR, and Appendix B-2 of the Final EIR, the potentially significant impacts caused by vibration and settlement during Alternative 8's construction can be mitigated to less-than-significant levels with implementation of Mitigation Measure NOI-MM-4 and Mitigation Measure CUL-MM-2. Mitigation Measure NOI-MM-4, provided below in the Noise Section of these Findings, addresses structural vibration and includes reference to historical, as well as non-historical, buildings that require vibration monitoring. Mitigation Measure CUL-MM-2, provided above, sets forth the procedures which will be required for shoring system design and monitoring of excavation, grading and shoring activities. Among other provisions which would protect historical resources on or adjacent to the Project Site, Mitigation Measure CUL-MM-2 requires the preparation of an adjacent structures construction monitoring plan prior to any excavation, grading or shoring, daily monitoring and visual inspection, remediation if movement exceeds predetermined thresholds or if new cracks or distress are observed, and repair of damage caused by the construction. With implementation of these mitigation measures, Alternative 8 impacts to the Capitol Records Building historical resource would be reduced to a less-than-significant level and would be similar to the Original Project.

b. Gogerty Building:

As described for the Original Project on pages IV.C-60 through IV.C-61 of the Draft EIR, which is equally applicable to Alternative 8, and page V-286 of the Draft EIR, and Appendix B-2 of the Final EIR, similar to the Capitol Records Building, although indirect impacts on the Gogerty Building associated with the design of new construction and maintaining visual access would be less than significant without mitigation, the Gogerty Building could potentially suffer indirect damage by vibration or settlement caused by Alternative 8 construction. However, the potentially significant impacts caused by vibration and settlement during Alternative 8 construction can be mitigated to less-than-significant levels with implementation of Mitigation Measure NOI-MM-4, and Mitigation Measure CUL-MM-2. Mitigation Measure NOI-MM-4, provided below in the Noise Section of these Findings, addresses structural vibration and includes reference to historical, as well as non-historical, buildings that require vibration monitoring. Mitigation Measure CUL-MM-2, provided above, sets forth the procedures which will be required for shoring system design and monitoring of excavation, grading and shoring activities. Among other provisions which would protect historical resources on or adjacent to the Project Site, Mitigation Measure CUL-MM-2 requires the preparation of an adjacent structures construction monitoring plan prior to any excavation, grading or shoring, daily monitoring and visual inspection, remediation if movement exceeds predetermined thresholds or if new cracks or distress is observed, and repair of damage caused by the construction. With implementation of these mitigation measures, Alternative 8 impacts to the Gogerty Building historical resource would be reduced to a less-than-significant level and would be similar to the Original Project.

(iii) Archeological Resources:

As described for the Original Project on pages IV.C-83 through IV.C-85 of the Draft EIR, which is equally applicable to Alternative 8, and on page V-287 of the Draft EIR, the analysis in the Draft EIR is based on review of previous investigations in the vicinity of the Project Site, as well as review of the prehistoric context for the area, which provides an understanding of the potential for encountering prehistoric and historic archaeological resources within the Project Site during Alternative 8's construction. The current development within the Project Site that would be subject to excavation primarily consists of surface parking lots. Archaeological deposits are frequently located beneath parking lots where construction activities would not have likely destroyed any potential subsurface remnant associated with the previous residential dwellings, if any such remnants do exist. Additionally, the geotechnical report prepared for the Project Site indicates

that the Project Site is underlain by 1 to 8 feet of historic fill, which likely represents a historic disturbance layer. Such layers are unlikely to represent imported fill but instead may be the result of historic development and demolition, which could contain historic period archaeological resources. Furthermore, the area is located less than two miles from the natural course of the Los Angeles River near the intersection that joins the Cahuenga Pass with the Los Angeles basin and may have been a focus of prehistoric human habitation. Holocene age Younger Alluvium in the subsurface of the Project Site, beneath artificial fill, indicates that it may contain buried archaeological deposits. Alternative 8 excavation would extend into both the historic fill layer, as well as the native soils beneath which have the potential to contain prehistoric and/or historic archaeological resources, which could qualify as historical resources or unique archaeological resources under CEQA.

As described for the Original Project on page IV.C-84 of the Draft EIR, no archaeological resources have been identified within or immediately adjacent to the Project Site. However, this does not preclude the possibility that subsurface archaeological deposits underlie the Project Site. For example, to the south of the Project Site is a historic period archaeological site that contains a foundation, structure pads, privies, a dump, and a trash scatter. Therefore, Alternative 8's grading and excavation may substantially disturb, damage, or degrade previously unknown archaeological resources. As a result, Alternative 8 construction has the potential to cause a substantial adverse change in the significance of an archaeological resource, which may result in a potentially significant impact to archaeological resources.

However, as described for the Original Project on page V-287 of the Draft EIR, implementation of Mitigation Measures CUL-MM-3, CUL-MM-4, and CUL-MM-5 will be incorporated into Alternative 8 to ensure that construction activities do not cause significant impact to archaeological resources. Mitigation Measure CUL-MM-3 requires, amongst other requirements, the retention of a qualified archaeologist prior to issuance of a grading permit and prior to the start of any ground-disturbing activity, to oversee an archaeological monitor who shall be required to be present during construction excavations, such as demolition, clearing/grubbing, grading, trenching, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the Project Site, training of construction personnel focused on how to identify archaeological resources that may be encountered, and the procedures to be followed in such an event. Mitigation Measures CUL-MM-4 and CUL-MM-5 set forth the procedures for handling and reporting of any archaeological resources encountered during Alternative 8 construction. Therefore, the implementation of these mitigation measures would reduce the potentially significant impact to archaeological resources during construction of Alternative 8 to less than significant with mitigation and would be similar to the Original Project.

(iii) Cumulative Impacts:

For the reasons set for the Original Project on Page IV.C-92 of the Draft EIR, which are equally applicable to Alternative 8, impacts due to potential construction, vibration and temporary alterations to the Hollywood Walk of Fame would be based on the proximity of the related projects to the Project Site and potential overlapping construction schedule of any related projects that could impact the same portions of the Hollywood Walk of Fame and Capitol Records Complex as Alternative 8. reduced to less than significant through Mitigation Measure CUL-MM-1. Potential impacts due to structural vibration and settlement on the Capitol Records Building and Gogerty Building would be reduced to less than significant with implementation of Mitigation Measures CUL-MM-2 and NOI-MM-4. Similar mitigation measures could be imposed on the related projects which would protect the Capitol Records Complex and the mitigation provided would avoid significant impacts on the Capitol Records Building and Gogerty Building. As to Hollywood Walk

of Fame, for the reasons described above, with implementation of Mitigation Measure MM-CUL-1 and related project compliance with the Hollywood Walk of Fame Guidelines, impacts on this resource would not be cumulative considerable and cumulative impacts would, therefore, be less than significant with mitigation and would be similar to the Original Project.

b. Archeological Resources:

For the reasons set forth for the Original Project on pages IV.C-92 through IV.C-93 of the Draft EIR, which are equally applicable to Alternative 8, impacts related to archaeological resources qualifying as historical resources or unique archaeological resources under CEQA are in most cases site-specific because they occur on a project level as a result of a project's ground disturbance activities during construction and, as such, are assessed on a project-by-project basis. Since Alternative 8 would be required to implement Mitigation Measures CUL-MM-3 through CUL-MM-5 to reduce impacts to archeological resources to a less-than-significant level and since the related projects would be required to comply with applicable regulations and standard City mitigation measures regarding discovery of archaeological resources, Alternative 8's contribution to cumulative impacts related to archaeological resources would not be cumulatively considerable and cumulative impacts on archaeological resources would be less than significant and similar to the Original Project.

(g) Reference:

For a complete discussion of archeological resources, please see Section IV.C, *Cultural Resources*, Chapter V, *Alternatives*, page V-287, and Appendix F, *Cultural Resources Documentations*, of the Draft EIR.

3. Geology and Soils (Paleontological Resources)

(a) Impact Summary:

(i) Paleontological Resources:

As described on pages IV.D-39 through IV.D-41 and page V-289, and Appendix G-4 of the Draft EIR, substantial excavation within the Project Site during construction for subterranean parking, shoring, and ancillary uses, or improvements is planned at depths up to 64 feet bgs on the East Site and 60 feet bgs on the West Site. As such, although excavation depths would be somewhat reduced, Alternative 8, as with the Original Project, could access high sensitivity alluvial sediments with a high potential for fossils. As a result, as with the Original Project, Alternative 8's construction would have the potential to directly or indirectly destroy a unique paleontological resource not identified in the analysis conducted for the Project Site and, as such, would result in a potentially significant impact requiring implementation of Mitigation Measures GEO-MM-1 through GEO-MM-3 to provide for appropriate treatment and/or preservation of any encountered resources.

(b) Cumulative Impacts:

For the reasons described for the Original Project on page IV.D-42 of the Draft EIR, which are equally applicable to Alternative 8, with regard to paleontological resources, given the site characteristics and mitigation measures to be implemented by Alternative 8, and the fact that related projects which would require excavation would be subject to environmental review and imposition of mitigation measures similar to Alternative 8, Alternative 8's contribution to

cumulative impacts would not be cumulatively considerable, and Alternative 8's cumulative impacts regarding paleontological resources would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with regard to paleontological resources.

(d) Mitigation Measures:

The City finds that Mitigation Measures GEO-MM-1, GEO-MM-2 and GEO-MM-3, set forth below and incorporated into Alternative 8, would reduce the potentially significant paleontological resources impacts of Alternative 8 to less than significant.

GEO-MM-1: A Qualified Paleontologist meeting the SVP Standards (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

GEO-MM-2: The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

GEO-MM-3: Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources. Depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

(e) Finding:

With respect to impacts to paleontological resources, pursuant to PRC Section 21081(a)(1), the

City finds that changes or alterations have been required in, or incorporated into Alternative 8, which mitigate or avoid the potential significant effects identified in the EIR.

(f) Rationale for Finding:

As described on pages IV.D-39 through IV.D-40 and Appendix G-4, *Paleontological Resources Assessment Report*, of the Draft EIR, which are equally applicable to Alternative 8, and page V-289 of the Draft EIR, because Alternative 8 is in an urban developed location, there are no unique geologic features and unique geologic features on the Project Site. However, a thorough background research and analysis detailed in Appendix G-4 of the Draft EIR was conducted to determine the possibility of disturbance of paleontological resources during construction. Although the records search resulted in no known localities within the Project Site, a number of vertebrate fossils are known from similar sedimentary deposits in Los Angeles and in nearby areas and discoveries of significant fossil remains as have been discovered in as shallow as 5 to 6 feet bgs at locations near the Project Site. Additionally, the results of the 2015 and 2019 Fault Studies (Appendices G-1 and G-2 of the Draft EIR) indicate the shallowest soils are at least 5,000 years old, which means that they are of an age where they could contain sensitive fossils. Moreover, the depth of excavation during construction for subterranean parking, shoring, and ancillary uses, or improvements would access high sensitivity alluvial sediments with a high potential for fossils to be present in the subsurface. As a result, Alternative 8 construction would have the potential to directly or indirectly destroy a unique paleontological resource not identified in the analysis conducted for the Project Site and, as such, would result in a potentially significant impact.

In order to ensure that paleontological resources are not destroyed, Alternative 8 would be required to implement Mitigation Measures GEO-MM-1, GEO-MM-2, and GEO-MM-3. These mitigation measures provide the procedures for protecting paleontological resources that are encountered during construction. In summary, these mitigation measures would: (i) require the retention of a qualified paleontologist prior to approval of demolition or grading permits to provide technical and compliance oversight of all work as it relates to paleontological resources (Mitigation Measure GEO-MM-1); (ii) required the qualified paleontologist to conduct construction worker paleontological resources sensitivity training with focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found (Mitigation Measure GEO-MM-2); and (iii) require paleontological resources monitoring by a qualified paleontological monitor for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources with the authority to halt or divert work away from exposed fossils or potential fossils, prepare daily logs detailing the types of activities and soils observed and any discoveries. Additionally, any significant fossils collected during excavations are required to be prepared to the point of identification and curated into an accredited repository with retrievable storage and appropriate reports prepared to indicate all work and finds (Mitigation Measure GEO-MM-3). As stated on page V-289 of the Draft EIR, impacts related to paleontological resources during Alternative 8 construction would be reduced to less than significant with implementation of the above mitigation measures. As such, Alternative 8 impacts to paleontological resources during construction would be less than significant with mitigation and would be similar to the Original Project.

As Alternative 8 would have no impacts to paleontological resources during operation since there would be no continuous groundbreaking and excavation activities during operation, no additional mitigation measures are necessary, and impacts would be similar to the Original Project.

(g) Reference:

For a complete discussion of impacts related to paleontological resources, please see Section IV.D, *Geology and Soils*, and the Geotechnical Reports and Paleontological Resources Documentation contained in Appendices G-1, *2015 Fault Study*, G-2, *2019 Surface Fault Rupture Hazard Evaluation Report*, G-3, *Geotechnical Investigation*, and G-4, *Paleontological Resources Assessment Report*, and Chapter V, *Alternatives*, page V-289 of the Draft EIR.

4. Hazards and Hazardous Materials (Accidental Release of Hazardous Materials and Use of Hazardous Materials within a One-Quarter Mile of a School)

(a) Impact Summary:

(i) Release of hazardous materials into the environment:

As described on page V-291 of the Draft EIR, Alternative 8 would require excavation for subterranean parking. Such excavation could expose the public or the environment to contaminated soils and soil vapors and could reveal remnant steel structures and/or possibly underground storage tanks (USTs) associated with historic automobile gas and service stations, and, therefore, construction could cause a potential impact from the accidental release of hazardous materials. Therefore, Mitigation Measure HAZ-MM-1 (Soil Management Plan) is required to reduce construction impacts to less than significant.

(ii) Use of hazardous materials within one-quarter mile of a school:

As described on pages V-291 through V-292 of the Draft EIR, Alternative 8 is not located within one-quarter mile of a school. However, as described on page IV.F-26 of the Draft EIR, while there are no Los Angeles Unified School District (LAUSD) elementary, middle, or high schools located within one-quarter mile of the Project Site, in a dense metropolitan area, such as Los Angeles, day care centers and/or pre-schools are sometimes associated with civic, business, and residential uses in the area and are considered sensitive receptors to hazardous materials or substances. Therefore, Project construction could potentially have a significant impact on an existing or proposed school located within one-quarter mile of the Project. As such, Mitigation Measure HAZ-MM-1 (Soil Management Plan), which would establish policy and requirements during construction for the disposal of contaminated soils and management of soil vapors or other gases during excavation activities, and Mitigation Measure AQ-MM-1 (Construction Equipment Features) would be required to reduce the impacts of Alternative 8 to less than significant.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.F-32 through IV.F-33 of the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 and the related projects are not anticipated to create a significant hazard to the public or environment because the potentially hazardous materials typically used in such developments are limited to relatively small volumes of commonplace materials. In addition, each of the related projects would be required to comply with its site-specific development standards and applicable hazardous materials handling and transporting regulations and manufacturer's specifications. Moreover, while the Phase I Environmental Impacts Report, Appendix H-1 of the Draft EIR, identified some potentially hazardous conditions within a one-mile of the Project Site due to historic uses of those sites, none of the related projects are located on those identified sites and, thus, would they not contribute to

a cumulative impact. Therefore, Alternative 8's contribution to cumulative impacts would not be cumulatively considerable, and, Alternative 8's hazards and hazardous materials cumulative impacts would be less than significant and would be similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with respect to hazards and hazardous materials.

(d) Mitigation Measures:

The City finds that Mitigation Measure HAZ-MM-1 (Soil Management Plan), set forth below, and Mitigation Measure AQ-MM-1 (Construction Equipment Features), set forth above, and incorporated into Alternative 8, would reduce the potentially significant hazards and hazardous materials impacts of Alternative 8, to less than significant.

HAZ-MM-1: Soil Management Plan. The Project Applicant shall retain a qualified environmental consultant to prepare a Soils Management Plan (SMP), which shall be submitted to the Los Angeles Department of Building and Safety (LADBS) for review and approval prior to the commencement of excavation and grading activities. The SMP shall establish policy and requirements for the management and disposal of soils, as well as for any steel structures, including USTs, should they be encountered, during soil-disturbing activities performed at the Project Site (i.e., excavation, grading, trenching, utility installation or repair, and other human activities) that may disturb potentially contaminated soils. The SMP shall describe specific soil- and UST-handling controls required to comply with federal, state, and local, overseeing agencies; prevent unacceptable exposure to contaminated soils or vapors during construction; and prevent the improper disposal of contaminated soils or steel structures.

(e) Finding:

With respect to the accidental release of hazardous materials and the use of hazardous materials within one-quarter mile of a school, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into Alternative 8 which mitigate or avoid the potential significant effects identified in the EIR.

(f) Rationale for Finding:

(i) Accidental Release of Hazardous Materials:

As described on pages V-291 of the Draft EIR and for the reasons described for the Original Project on pages IV.F-24 through IV.F-25 for the Draft EIR, which are equally applicable to Alternative 8, Alternative 8 would require excavation of soil at depths of 64 feet on the East Site and 60 feet on the West Site for subterranean parking. Since soil testing revealed the presence of VOCs in concentrations above applicable environmental screening levels (ESLs), the Draft EIR conservatively concluded that there is the potential for contaminated soils and vapors to occur beneath the Project Site, which could result in a potentially significant impact or hazard to the public or the environment during excavation activities. Furthermore, on the West Site, undocumented remnant steel structures, and possibly USTs, may still be located on the subsurface of the Project Site that were associated with historic on-site automotive-related maintenance and fueling activities. On the East Site, a possible underground steel structure may also be located due to historic uses of the Project Site. To address potential hazards associated

with contaminated soils, soil vapors and remnant steel structures, including possible USTs, Mitigation Measure HAZ-MM-1 (Soils Management Plan) will be incorporated into the Project which is a soils management plan for the entire Project Site.

As described on page IV.F-26 of the Draft EIR, Mitigation Measure HAZ-MM-1 would establish policy and requirements for the management and disposal of soils, as well as for any steel structures, including USTs, should they be encountered, during soil-disturbing activities performed at the Project Site (i.e., excavation, grading, trenching, utility installation or repair, and other human activities) that may disturb potentially contaminated soils. The Soils Management Plan would describe specific soil- and UST-handling controls required to comply with federal, State, and local overseeing agencies; prevent unacceptable exposure to contaminated soils or vapors during construction; and prevent the improper disposal of contaminated soils or steel structures. With implementation of Mitigation Measure HAZ-MM-1, potentially significant impacts to the public or the environment from the release of hazardous materials released during upset and/or accident conditions would be reduced to a less-than-significant level and would be similar to the Original Project.

(ii) Use of Hazardous Materials within One-Quarter Mile of a School:

As described on pages V-291 through V-292 and for the reasons described for the Project on pages IV.F-26 through IV.F-28 of the Draft EIR, which are equally applicable to Alternative 8, no LAUSD elementary, middle, or high schools are located within one-quarter mile of the Project Site with the nearest LAUSD school to the Project Site located 0.29 miles from the Project Site. However, in a dense metropolitan area, such as Los Angeles, day care centers and/or pre-schools are sometimes associated with civic, business, and residential uses in the area and are considered sensitive receptors to hazardous materials or substances. Examples of such schools in the Project Site vicinity include the Hollywood Presbyterian Children's Center Preschool, located 0.2 miles east of the Project Site, and the Montessori Shir-Hashirim Los Angeles school, located 0.25 miles southeast of the Project Site. As with the Original Project, Alternative 8 construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, which could generate VOCs or diesel particulate matter (DPM) emissions. Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing. An analysis of the Project TACs emissions (including VOCs emissions) was conducted as part of the analysis in Section IV.B, *Air Quality*, and Chapter V, *Alternatives*, of the Draft EIR, which included analysis of the sensitive receptors such as schools. As indicated in Appendix E of the Draft EIR, and discussed above under the air quality findings, Alternative 8 construction-related TACs would be less than significant with use of Tier IV construction equipment required as mitigation in Mitigation Measure AQ-MM-1 (Construction Equipment Features). In addition, Mitigation Measure HAZ-MM-1 (Soils Management Plan) would establish requirements for the handling, management and disposal of any contaminated soils or structures, which prevent unacceptable exposure to contaminated soils or vapors during construction at any nearby school.

Therefore, as to construction impacts, through compliance with applicable federal, State, and local laws and regulations relating to environmental protection and the management of hazardous materials, adherence to manufacturer's instructions for safe handling and disposal of hazardous materials, and implementation of Mitigation Measures HAZ-MM-1 and AQ-MM-1, potentially significant Project construction impacts regarding hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant and would be similar to the Original Project.

(g) Reference:

For a complete discussion of impacts related to hazards and hazardous materials, please see Section IV.F, *Hazards and Hazardous Materials*, and Appendices H-1, *Phase I Environmental Assessment*, and H-2, *Phase II Environmental Assessment*, and Chapter V, *Alternatives*, pages V-272 through V-314 of the Draft EIR.

VII. Significant and Unavoidable Impacts

The Final EIR determined that, similar to the Original Project, the environmental impacts of Alternative 8 set forth below are significant and unavoidable.

As to the impacts which are significant and unavoidable, in order to approve Alternative 8 with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth below in Section XII of these Findings. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of Alternative 8. The City finds and determines that:

- a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the Project Design Features and/or Mitigation Measures; and
- b) Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the Project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of Alternative 8 as described in the Statement of Overriding Considerations for the construction and operation of Alternative and implementing actions.

1. Cultural Resources (Off-Site Historical Resources)**(a) Impact Summary:****(i) Indirect Impacts:**

As to the potential physical damage to nearby historical resource buildings, as with the Original Project, Alternative 8 could also result in potentially significant impacts due to structural vibration at nearby historical resources during construction. As with the Original Project, impacts associated with Alternative 8 to those resources could be reduced to less-than-significant with implementation of Mitigation Measures CUL-MM-2 and NOI-MM-4. However, as with the Original Project, these mitigation measures can only be applied to the Pantages Theatre, Avalon Hollywood, and the building located at 6316-24 Yucca Street/Art Deco Storefront with the consent of their property owners, who may not agree to participate in the implementation, and, therefore, the City has conservatively concluded that indirect impacts to those buildings would be significant and unavoidable and would be similar to the Original Project.

(b) Cumulative Impacts:

For the reasons described for the Original Project on pages IV.C-88 through IV.C-93 of the Draft EIR, which are equally applicable to Alternative 8, with implementation of mitigation measures,

cumulative level impacts to historical resources would be reduced to a less-than-significant level, with the exception of potential temporary construction vibration and settlement effects on certain off-site historical buildings. A significant cumulative impact associated with Alternative 8 and the related projects would occur if the impact would render a historical resource or district as no longer eligible for listing, and Alternative 8's contribution to the impact would be considerable. Only the related projects that are in the immediate vicinity of the Project Site that have the potential to contribute to indirect damage to or changes in the setting of identified historical resources on the Project Site and in the vicinity would have a potential to have a significant cumulative impact which, as identified in the Draft EIR, pages IV.C-88 through IV.C-89, would be Related Project Nos. 1 through 4.

Potentially overlapping construction schedules with Related Project No. 2 could result in significant and unavoidable cumulative impacts to the Pantages Theatre and the Hollywood Walk of Fame. As to the Hollywood Walk of Fame, for the reasons described above under Impacts that Are Less Than Significant with Mitigation Measures of these Findings, with implementation of Mitigation Measure MM-CUL-1 and related project compliance with the Hollywood Walk of Fame Guidelines, impacts on this resource would not be cumulative considerable and cumulative impacts would, therefore, be less than significant with mitigation and would be similar to the Original Project.

However, as to the Pantages Theatre, for all the same reasons described above for Alternative 8, while the mitigation provided by Mitigation Measures CUL-MM-2 and NOI-MM-4 would reduce impacts to less than significant, implementation of these mitigation measures would require the consent of other property owners, who may not agree to participate in the mitigation measure. Therefore, the City has concluded that Alternative 8's construction vibration and settlement cumulative impacts on the Pantages Theatre would remain significant and unavoidable and similar to the Original Project.

(c) Project Design Features:

No specific Project Design Features are proposed with respect to cultural resources.

(d) Mitigation Measures:

The City finds that Mitigation Measures CUL-MM-1 and CUL-MM-2, presented above in the Cultural Resources Section of these Findings and Mitigation Measure NOI-MM-4, presented below in the Noise Section of these Findings, and incorporated into Alternative 8, would reduce the potentially significant cultural resources impacts of Alternative 8 to less than significant; however, as they require consent of other property owners, these mitigation measures may not be able to be implemented and, therefore, potential temporary construction vibration and settlement effects on certain off-site historical resources would remain significant and unavoidable.

(e) Findings:

Regarding the significant and unavoidable impacts to historical resources of Alternative 8, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Project alternatives identified in the EIR.

(f) Rationale for Finding:

(i) Historical Resources:

As stated on pages IV.C-49 through IV.C-50 and Appendix F-1 of the Draft EIR, a project could have a significant effect on a historical resource if the project results in a substantial adverse change which is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1)). Additionally, the ability of the historical resources to retain their integrity is important since a project that diminishes the integrity of a resource such that the significance of a historical resource is materially impaired is a project that would result in a significant impact on the environment.

To ascertain whether there would be a significant impact on historical resources on and near the Project Site, the Draft EIR relied on the Historical Resources Technical Report, which included a review of the existing properties within the Project Site and within a 0.25-mile of the Project Site. Research of the Project Site’s development included a review of historic building permits for improvements to the property, Sanborn Fire Insurance maps, historic photographs, aerial photos, and local histories. The California State Historic Resources Inventory (HRI) for Los Angeles County, Department of Parks and Recreation Historic Resources Inventory Forms, and SurveyLA Eligibility findings were consulted to identify any previous evaluations of Project Site and potential historic resources within a 0.25-mile radius of the property. Also consulted was the Community Redevelopment Agency (CRA) Historic Resources Survey: Hollywood Redevelopment Project Area, published in 2010. In addition, field examinations were conducted to review and confirm previous findings and to identify previously unevaluated properties that were potentially eligible as historical resources within the area where potential direct or indirect impacts could occur.

a. Indirect Impacts:

1) Pantages Theatre:

As discussed for the Original Project on pages IV.C-64 through IV.C-66 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, the Pantages Theatre, which is a district contributor to the Hollywood Boulevard District, is located immediately adjacent to the East Site. The Pantages Theatre property is separated from the East Site along portions of its western side lot line by a shared 20-foot-wide public alley. This alley provides both a physical and visual separation between the Project Site and the Pantages Theatre. Along other portions of the western side lot-line and northern rear lot line, the two sites abut directly. Although there would be limited areas where Alternative 8 would be in close proximity, nearly all of the aspects of integrity for the Pantages Theatre would be retained and remain intact. Close-up views of the front façade of the Pantages Theatre would not be affected by Alternative 8, although more distant views of the front façade would feature Alternative 8 as a backdrop to the Pantages Theatre. However, the Pantages Theatre’s location, design, materials, and workmanship would remain completely intact. The Pantages Theatre’s feeling and association as a historical theatre would not change, and the building would retain its visual prominence upon the street. The only views of the Pantages Theatre that would be obscured by Alternative 8 include a view of the building’s rear and west elevations. However, the rear and west elevations of the Pantages Theatre are the building’s least significant elevations as they are not articulated architecturally. While these views would be blocked from a distance, they would still be viewable from the alley (see Figure IV.C-2, *Rear Elevation of the Pantages Theatre*, of the Draft EIR) and along Vine Street. In addition, whether blocked from a distance or still accessible from the alley and Vine Street, they are not

the primary views that help the building convey its significance. The only aspect of the Pantages Theatre's integrity that would be affected by Alternative 8 is its setting. However, although the setting for the Pantages Theatre would somewhat change because of its new relationship to its surroundings in that Alternative 8, which is much larger in scale, would now form a backdrop to the Pantages Theatre, this change in the setting and the partial alteration of visual access to the non-articulated rear and west elevations would not be considered significant in light of other large construction projects in the Project vicinity that has been occurring since the late 1950s, when the prevailing height limit of 150 feet was removed.

Nonetheless, as described for the Original Project on pages IV.C-65 and IV.C-83 of the Draft EIR, which is equally applicable to Alternative 8, and pages V-286 through V-287 of the Draft EIR, and Appendix B-2 of the Final EIR, because construction at the Project Site would include substantial foundation work and the construction of subterranean parking, there is potential for these activities to cause damage to the Pantages Theatre through vibration or settlement due to the building's close proximity to the Project Site. Similar to the potential damage to the Capitol Records Building and the Gogerty Building, while vibration and settlement would be controlled through adherence to design values prescribed by the shoring engineer and geotechnical engineer with the intent to prevent damage to adjacent structures and through monitoring of associated construction activities, the potential for damage to the Pantages Theatre due to construction-related vibration and settlement is considered a significant impact. If Mitigation Measures CUL-MM-2 and NOI-MM-4 could be implemented, these measures would reduce this significant impact to less than significant.

Mitigation Measure NOI-MM-4, provided below in the Noise Section of these Findings, addresses structural vibration and includes reference to historical, as well as non-historical, buildings that require vibration monitoring. Mitigation Measure CUL-MM-2, provided above, sets forth the procedures which will be required for shoring system design and monitoring of excavation, grading and shoring activities. Among other provisions, which would protect historical resources on or adjacent to the Project Site, Mitigation Measure CUL-MM-2 requires the preparation of an adjacent structures construction monitoring plan prior to any excavation, grading or shoring, daily monitoring and visual inspection, remediation if movement exceeds predetermined thresholds or if new cracks or distress is observed, and repair of damage caused by the construction. However, because implementation of these mitigation measures requires the consent of the property owner, which may not be given, the City has concluded that potential indirect impacts from construction related vibrations and settlement would be a significant and unavoidable impact of Alternative 8 and would be similar to the Original Project.

2) Avalon Hollywood:

As described for the Original Project on pages IV.C-66 through IV.C-69 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, the West Site of the Project Site is bordered by the Avalon Hollywood Building which is the closest building that is a contributor to the Hollywood Boulevard District. New construction on the West Site would be set back 17.5 feet from the north property line of the Avalon Hollywood and 15 feet from Vine Street north of the Avalon Hollywood to maintain the prominence of the Avalon Hollywood façade on Vine Street. Because of the strong physical and visual separation of the Project Site to the north of the Avalon Hollywood, as well as the setback of Alternative 8 from Vine Street, nearly all of the aspects of integrity for the Avalon Hollywood would be retained and remain intact and primary views of the building's primary façade would not be affected. Its location, design, materials, and workmanship would remain completely intact as Alternative 8 would not physically touch the resource and its feeling and association would remain intact as the front façade is the most architecturally

articulated of all of the building's elevations and the elevation that most conveys the building's feeling and association a historical theater. The only view of the Avalon Hollywood that would be partially obscured by Alternative 8 is a far-distant view of the building's north (side) elevation; however, the north (side) elevation of the Avalon Hollywood is not a particularly significant one, as it is fairly unarticulated architecturally and very utilitarian. Therefore, the building would retain its integrity in terms of both feeling and association. The only aspect of the Avalon Hollywood's integrity that would be affected by Alternative 8 is its setting. However, as with the Pantages Theatre, Avalon Hollywood's larger setting has been characterized by the juxtaposition of varying building heights since the late 1950s, when the prevailing height limit of 150 feet was removed.

Nonetheless, as discussed for the Original Project on pages IV.C-68 and IV.C-83 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-286 through V-287 of the Draft EIR, and Appendix B-2 of the Final EIR, and as described above for the Pantages Theatre, there is potential for construction activities to cause damage to the Hollywood Avalon through vibration or settlement due to the building's close proximity to the Project Site. Similar to the potential damage to the Capitol Records Building and the Gogerty Building, while vibration and settlement would be controlled through adherence to design values prescribed by the shoring engineer and geotechnical engineer and implementation of Mitigation Measures CUL-MM-2 and NOI-MM-4, would reduce this significant impact to less than significant. However, because implementation of these mitigation measures requires the consent of the property owner, which may not be given, the City has concluded that potential indirect impacts from construction related vibrations and settlement would be a significant and unavoidable impact of Alternative 8 and would be similar to the Original Project.

3) Art Deco Commercial Building/6316-6324 Yucca

Street:

As described for the Original Project on pages IV.C-69 through IV.C-70 of the Draft EIR, which is equally applicable to Alternative 8, and Appendix B-2 of the Final EIR, the Art Deco Commercial Building (6316-24 Yucca Street) historic significance is conveyed through its largely intact storefronts and distinctive Art Deco detailing. New construction proposed for the West Site, which would be located south and east of the commercial building at 6316-6324 Yucca Street, would not block important street views of the building from Yucca Street. Due to its modest size and street-facing orientation, the historic significance of the commercial building at 6316-6324 Yucca Street is primarily experienced on an intimate scale, either by pedestrians or passing motorists. The increased density constructed to the south and west would not obscure the building's important Yucca Street façade, which would remain unobstructed from view after implementation of Alternative 8. Moreover, the large surface parking areas to the west and south do not represent setting features that are character-defining or important to the building's historic significance.

Nonetheless, as discussed for the Original Project on pages IV.C-69 and IV.C-83 of the Draft EIR, which is equally applicable to Alternative 8, and on pages V-286 through V-287 of the Draft EIR, and Appendix B of the Final EIR, and as discussed above for the Pantages Theatre, there is potential for construction activities to cause damage to the Art Deco Building through vibration or settlement due to the building's close proximity to the Project Site. Similar to the potential damage to the Capitol Records Building and the Gogerty Building, while vibration and settlement would be controlled through adherence to design values prescribed by the shoring engineer and geotechnical engineer and implementation of Mitigation Measures CUL-MM-2 and NOI-MM-4 would reduce this significant impact to less than significant. However, because implementation of these mitigation measures requires the consent of the property owner, which may not be given, the City has concluded that potential indirect impacts from construction related vibrations and

settlement would be a significant and unavoidable impact of Alternative 8 and would be similar to the Original Project.

(g) Reference:

For a complete discussion of impacts related to cultural resources, please see Section IV.C, *Cultural Resources*, and Appendices F-1, *Historical Resources Technical Report*, and F-2, *Phase I Cultural Resources Assessment Report*, and Chapter V, *Alternatives*, pages V-272 through V-314 of the Draft EIR, and Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, and Appendix B-2, *Supplemental Historical Resources Analysis*, of the Final EIR.

2. Noise

(a) Impact Summary:

(i) Noise (Construction):

As described for the Original Project on pages IV.I-38 through IV.I-43 of the Draft EIR, which is equally applicable to Alternative 8, and pages V-297 through V-298 of the Draft EIR, and pages 3-50 through 3-51 of the Final EIR, even though Alternative 8 would comply with regulatory requirements regarding noise, calculating the maximum potential noise level with overlapping construction of the East and West Sites and assuming that all equipment was operating simultaneously and located at construction areas nearest to the affect sensitive receptor, on-site construction noise would exceed significance threshold levels and, therefore, would be significant. Mitigation could lessen this significant impact but would not reduce it to a less-than-significant level, and, therefore, Alternative 8 on-site construction noise impacts would be significant and unavoidable and, due to similar construction duration, would be similar to the Original Project. Also, as described for the Original Project on pages IV.I-43 through IV.I-46 of the Draft EIR, which is equally applicable to Alternative 8, and page 298 of the Draft EIR, and page 2-94 of the Final EIR, off-site construction noise caused by construction trucks, including haul trucks and trucks delivering building materials, supplies and concrete, would generate noise levels exceeding significance thresholds and, therefore, would be significant. Mitigation measures could lessen this significant impact but would not reduce it to a less-than-significant level. Therefore, Alternative 8 off-site construction noise levels would be significant and unavoidable and would be similar to the Original Project.

(ii) Vibration and Human Annoyance:

a. Construction:

As described on pages V-299 through V-300 of the Draft EIR, as with the Original Project, construction ground borne vibration and human annoyance impacts would be significant to nearby historical structures and sensitive receptors. Therefore, vibration impacts pursuant to the significance criteria for building damage would be significant. As with the Original Project, with implementation of Mitigation Measure NOI-MM-4 (Construction Vibration) and compliance with LAMC Section 91.3307.1, vibration impacts associated with Alternative 8 would be reduced to less-than-significant levels for the Capitol Records and Gogerty Buildings. However, similar to the Original Project, because consent of off-site property owners, who may not agree, would be required to implement the vibration mitigation for potential structural damage to their off-site structures, the City has concluded that structural vibration impacts would be significant and unavoidable and would be similar to the Original Project.

Regarding human annoyance, as with the Original Project, the estimated vibration levels due to maximum construction activity at the West Site under Alternative 8 would exceed the significance threshold for human annoyance at vibration sensitive receptors near the Project Site. Implementation of Mitigation Measure NOI-MM-4 under Alternative 8, as with the Original Project, may lessen but would not reduce all human annoyance impacts to a less-than-significant level. Therefore, no feasible mitigation measures under Alternative 8 would reduce the temporary vibration impacts from on-site construction associated with human annoyance at the vibration-sensitive receptors 3, 5, 6, and 8 through 13. As with the Original Project, construction vibration levels would be significant and unavoidable under Alternative 8, and, as Alternative 8 would result in a similar duration of construction activity, impacts related to construction vibration would be similar to the Original Project.

(b) Cumulative Impacts:

(i) Construction:

a. Noise:

For the reasons described for the Original Project on pages IV.I-88 through IV.I-90 of the Draft EIR, which are equally applicable to Alternative 8, the potential for cumulative construction noise impacts from on-site construction activities to occur is based on the distance between Alternative 8 and each of the related projects. Noise from construction activities would normally affect the areas immediately adjacent to each of the construction sites, specifically areas that are less than 500 feet from a construction site. Therefore, of the 150 related projects, six of the related projects have the potential to create construction noise impacts to nearby sensitive receptors should their construction schedule overlap with the construction of Alternative 8. As to off-site construction noise, while the scheduling and timing of construction truck trips are not known, five of the six related projects would use the same haul routes which, assuming an overlap in construction schedules, could result in increased roadway noise. As such, should one or more of these related projects' construction schedules overlap with Alternative 8, Alternative 8's cumulative on-site and off-site construction noise impacts would be significant and unavoidable and would be similar to the Original Project.

b. Groundborne Vibrations and Human Annoyance:

For the reasons described for the Original Project on page IV.I-90 of the Draft EIR, which are equally applicable to Alternative 8, due to rapid attenuation characteristics of groundborne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. The only related project located adjacent to the same receptor as Alternative 8 and has not yet been constructed is Related Project No. 2. Should construction of Alternative 8 and Related Project No. 2 overlap, there is the potential for cumulative vibration impacts to the Pantages Theatre to the south of the Project Site. As discussed above, construction of Alternative 8 would result in significant vibration impacts related to structural damage and human annoyance at this receptor. Therefore, vibration impacts in association with Related Project No. 2 would be cumulatively considerable, and cumulative impacts due to construction vibration would be significant. Because consent of off-site property owners, who may not agree, would be required to implement Mitigation Measure NOI-MM-4, the City has concluded that cumulative vibration impacts on the Pantages Theatre would be significant and unavoidable and would be similar to the Original Project.

(c) **Project Design Features:**

The City finds that Project Design Features NOI-PDF-1 (Impact Pile Driving and Blasting Prohibitions) and NOI-PDF-2 (Construction Power Sources), set forth below, and Project Design Feature TRAF-PDF-1 (TDM Program aimed at discouraging single-occupancy vehicle trips), set forth above in the Transportation Section of these Findings, and incorporated into Alternative 8, would reduce the significant and unavoidable construction noise, groundborne vibration and human annoyance impacts of Alternative 8, although not to a less-than-significant level.

NOI-PDF-1: Impact Pile Driving and Blasting Prohibitions. The Project will not use or allow impact pile drivers and will not require or allow blasting during construction activities.

NOI-PDF-2: Construction Power Sources. Electricity from power poles, where power poles are available, and/or solar-powered generators rather than temporary diesel or gasoline generators will be used during construction. If diesel- or gasoline-powered generators are used, such equipment will be located at least 100 feet away from off-site sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible, and flexible sound control curtains will be placed around the equipment when in use.

(d) **Mitigation Measures:**

The City finds that Mitigation Measures NOI-MM-1 (Setback Distances and Boundary Noise Current), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), NOI-MM-3 (Construction Liaison), and NOI-MM-4 (Vibration Monitoring), set forth below and incorporated into Alternative 8 would reduce the significant and unavoidable construction noise and groundborne vibration and human annoyance impacts of Alternative 8, although not to a less-than-significant level.

NOI-MM-1: Setback Distances and Boundary Noise Curtains. Noise and vibration construction equipment whose specific location on the Project Site may be flexible (e.g., compressors and generators) shall be located away from the nearest off-site sensitive land uses (at least 100 feet away), or natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such equipment towards these land uses. Even with natural and/or manmade barriers, in no case shall fixed stationary equipment, stockpiling of construction materials, equipment warm-up areas, water tanks, and equipment storage areas be within 40 feet from the property line of off-site historic buildings. If manmade barriers are to be used, the contractor shall be required to use temporary construction noise barriers, such as sound deadening blankets or curtains, with a height up to 20 feet above ground that shall achieve a performance standard of a minimum 12-dBA insertion loss along the Project Site's boundary where significantly impacted noise-sensitive land uses are within 500 feet of the Project Site. The temporary construction noise barriers shall be installed on or around the Project Site perimeter and/or along soldier piles that shall be drilled and cast in place during shoring activities. Open access points or gates leading to street frontages, including along Ivar Avenue, Vine Street, and Argyle Avenue, shall be permissible to allow for adequate and safe worker, vehicle, and equipment access to the construction area. The temporary construction noise barriers installed on or around the soldier piles shall remain in-place during ground disturbance activities until exterior vertical building construction commences, when the use of on-site noise-generating heavy-duty construction equipment is prevalent.

NOI-MM-2: Equipment Noise Shielding, Mufflers, and Stationary Curtains. The Project contractor shall use power construction equipment with factory-installed noise shielding and

muffling devices. In addition, no impact pile driving shall be utilized; augured, or drilled piles are permitted. Flexible sound control curtains that achieve a performance standard of a minimum 12-dBA insertion loss with appropriate open access points or gates to allow for adequate and safe worker, vehicle, and equipment access shall be placed around all drilling apparatuses, drill rigs, stationary concrete pumps, stationary generators, and jackhammers when in use.

NOI-MM-3: Construction Liaison. A construction liaison shall be provided to inform the nearby receptors 1, 3, and 5 through 13 when peak noise and vibration activities are scheduled to occur. Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to these receptor properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. The construction liaison shall coordinate with the owner/operator of the Pantages Theatre to minimize disruptions to performances during the performance times starting at 8:00 p.m., Tuesday through Saturday, and 2:00 p.m. on Saturday afternoon from Project construction noise and vibration near the Pantages Theater.

NOI-MM-4: Vibration Monitoring. The Applicant shall perform structural vibration monitoring during Project construction as follows:

- a) Prior to start of construction, the Applicant shall retain the services of a licensed building inspector or structural engineer, or other qualified professional as approved by the City, to visit the following buildings, which are located either on-site or immediately adjacent to the Project Site, to inspect and document (video and/or photographic) the apparent physical condition of the building's readily-visible features. This includes both historic buildings and non-historic buildings in proximity to the Project Site. For the historic buildings listed below, inspection and documentation shall also be carried out by and in coordination with a qualified preservation consultant. The non-historic buildings are as follows:
 - AMDA Vine Building
 - Argyle House
 - Single-story commercial building at 1718 N. Vine Street (if this building has been issued demolition permits or has already been demolished as part of Related Project No. 2, the provisions of this mitigation measure do not apply to this structure)

The historic buildings are as follows:

- Capitol Records Building (on-site)
 - Gogerty Building (on-site)
 - Pantages Theatre (off-site)
 - Avalon Hollywood (off-site)
 - 6316-24 Yucca Street/Art Deco Building Storefront (off-site)
- b) The Applicant shall retain the services of a qualified acoustical engineer and/or structural engineer to develop and implement a vibration monitoring program during the site demolition and grading/excavation, capable of documenting the construction-related ground vibration levels at the buildings listed above. The vibration monitoring systems shall be placed at receptor building façades closest to Project construction activity or placed at a representative location if a receptor building façade is not accessible and shall continuously measure (in vertical and horizontal directions) and store the peak particle velocity (PPV) in inch/second. The systems shall also be programmed for two preset velocity levels: a warning level of 0.09 inch/second (PPV) for the off-site historic structures, 0.15 inch/second (PPV) for the single-story commercial building at 1718 N. Vine Street (not required if this building has been issued demolition permits or has already been demolished as part of Related Project No. 2), 0.25 inch/second (PPV) for the AMDA Vine Building, and 0.45 inch/second (PPV) for the Capitol Records Building, Gogerty Building,

and the Argyle House and a regulatory level of 0.12 inch/second (PPV) for the off-site historic structures, 0.2 inch/second (PPV) for the single-story commercial building at 1718 N. Vine Street (not required if this building has been issued demolition permits or has already been demolished as part of Related Project No. 2), 0.30 inch/second (PPV) for the AMDA Vine Building, and 0.50 inch/second (PPV) for the Capitol Records Building, Gogerty Building, and the Argyle House. In cases where a receptor building façade is not accessible, the two preset velocity levels shall be programmed at equivalent levels based on distance and soil characteristics that affect vibration transmission over that distance. The systems shall also provide real-time alert when the vibration levels exceed the two preset levels. The noise and vibration monitoring program shall include a description of the monitoring equipment specifications, calibration certificates, exact monitoring locations (which shall be coordinated with the property owners for the buildings listed in “a.” above), and protocols for data collection, reporting, alerting, maintenance and calibration, and unplanned outage. Selected monitoring systems shall be capable of unmanned operation during periods of on-site Project construction activity, with internal storage and remote data download. Systems shall be capable of measuring the inch/second PPV in all three axes (vertical and two horizontal) simultaneously. The monitoring program shall specify the protocols for threshold exceedance, including, but not be limited to, which personnel are designated to receive alerts, how the alerts shall be sent (text message, email, etc.), and how the vibration event shall be documented and reported. The program shall include regular reporting no less frequently than weekly.

- c) The vibration monitoring program shall be submitted, for review and approval to the Department of Building and Safety, prior to initiating any construction activities.
- d) In the event the warning level (i.e., 0.09, 0.15, 0.25, and 0.45 inch/second [PPV], or equivalent levels) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to staggering concurrent vibration-generating construction activities (if doing so would not pose a safety risk to personnel or damage risk to buildings or facilities) and utilizing lower vibratory techniques.
- e) In the event the regulatory level (i.e., 0.12, 0.20, 0.30, and 0.50 inch/second [PPV], or equivalent levels) is triggered, the contractor shall identify the source of vibration generation and implement feasible steps identified in Item “d” above to reduce the vibration level from construction activities to avoid or minimize damage from construction activities in the vicinity of the building. The contractor shall visually inspect the building for any damage. Results of the inspection must be logged.
- f) In the event damage occurs to the historic features of historic buildings due to construction vibration, such features/materials shall be repaired in consultation with a qualified preservation consultant, and, if warranted, in a manner that meets the Secretary of the Interior’s Standards.

(e) Findings:

(i) Construction Noise:

Regarding the significant and unavoidable impacts from on-site and off-site construction noise of Alternative 8, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Project alternatives identified in the EIR.

(ii) Construction Groundbourne Vibrations and Human

Annoyance:

Regarding the significant and unavoidable impacts from construction groundbourne vibrations to structures and human annoyance of Alternative 8, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Project alternatives identified in the EIR.

(iii) Cumulative Construction Noise:

Regarding the cumulative significant and unavoidable impacts from construction noise of Alternative 8, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Project alternatives identified in the EIR.

(iv) Cumulative Construction Groundbourne Vibration and Human**Annoyance:**

Regarding the cumulatively significant and unavoidable impacts from construction groundbourne vibrations and human annoyance of Alternative 8, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Project alternatives identified in the EIR.

(f) Rationale for Findings:**(i) Construction Noise:****a. On-Site Construction Noise:**

As described on page IV.I-33 and Appendix K-1 of the Draft EIR and using the methodology, as described for the Original Project on pages IV.I-38 through IV.I-43 of the Draft EIR, construction noise impacts were calculated for the noise generated by construction equipment taking into consideration such factors as type of equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities would generally include demolition, site grading and excavation for the subterranean parking garage, and building construction. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. Moreover, construction noise levels fluctuate throughout a given workday as construction equipment move from one location to another within a construction site. When construction equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided in the Draft EIR, which assumes construction equipment would be in use nearest to a sensitive receptor location. Exposure to fluctuating construction noise levels that would at times be lower than the noise levels shown in the analysis below would not rise to the level that would result in hearing loss or adverse health impacts.

Individual pieces of construction equipment that would be used for construction produce maximum noise levels of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table IV.I-7, *Construction Equipment Noise Reference Levels and Usage Factors*, of the Draft EIR. The construction equipment noise levels at 50 feet distance (Referenced Maximum Noise Levels) are based on the FHWA RCNM User's Guide, which is a technical report containing actual measured noise data for construction equipment. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions or part power. Therefore, to more accurately characterize construction-period noise levels, the average (hourly L_{eq}) noise level associated with each construction phase was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Table IV.I-8, *Construction Noise Levels – West Site (Sequential Construction Scenario)* and Table IV.I-9, *Construction Noise Levels – East Site (Sequential Construction Scenario)* of the Draft EIR, provided the estimated construction noise levels under the sequential construction scenario at the off-site noise-sensitive receptors for construction activities at the West Site and East Site, respectively, for the Original Project. To present a conservative impact analysis, the estimated noise levels were calculated with all pieces of construction equipment assumed to operate simultaneously and located at construction areas nearest to the affected receptors. In addition, the analysis accounts for overlapping construction phases that would occur on each of the individual sites (i.e., the West Site and the East Site) to provide maximum construction noise levels from on-site construction activities on each site. As shown in these tables, the estimated West Site construction noise levels would exceed the significance threshold at receptors 1, 3, and 6 through 13 while the estimated East Site construction noise levels would exceed the significance threshold at receptors 1, 3, and 5 through 13. Therefore, the noise impacts at both the West Site and East Site would be potentially significant.

Table IV.I-10, *Construction Noise Levels – Overlapping Construction Scenario – West Site First*, and Table IV.I-10A, *Construction Noise Levels – Overlapping Construction Scenario – East Site First*, of the Final EIR, for the Original Project, of the Final EIR, which are equally applicable to Alternative 8, provide the estimated noise levels due to overlapping construction activities between the West Site and East Site and shows that the estimated noise levels due to overlapping construction activities between the West Site and East Site would exceed the significance threshold at receptors 1, 3, and 5 through 13, and, therefore, construction noise impacts under the overlapping construction scenario also would be potentially significant for construction of the West Site first or construction of the East Site first.

As described on pages V-297 through V-298 of the Draft EIR and pages 3-50 through 3-51 of the Final EIR, Alternative 8 would require excavation for subterranean parking that would reach depths of 64 feet on the East Site and 60 feet on the West Site. Similar to the Original Project, maximum construction activities under Alternative 8 during most phases would increase noise levels at several sensitive receptor locations in the area. Because the maximum amount of construction equipment operating simultaneously within the Project Site would be constrained by the size of the property, the maximum construction noise levels under Alternative 8 would be similar to the Original Project. Based on a conservative impact analysis, in which noise levels were calculated with all pieces of construction equipment operating simultaneously and located at the construction area nearest to the affected receptors, construction noise levels would exceed the applicable noise significance thresholds at several nearby noise sensitive receptors. Therefore, as with the Original Project, Alternative 8 would implement Mitigation Measures NOI-

MM-1 (Setback Distances and Boundary Noise Curtains), NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains), and NOI-MM-3 (Construction Liaison) to reduce construction noise impacts at off-site noise sensitive receptors to the extent technically feasible. However, as with the Original Project, with implementation of technically feasible mitigation, construction noise impacts at noise-sensitive receptors 1, 3, and 5 through 13 (eleven sites) would still exceed the significance threshold under Alternative 8 for construction of the West Site first or construction of the East Site first. Therefore, construction noise impacts associated with on-site noise sources would remain temporarily significant and unavoidable for Alternative 8 and would be similar to the Original Project.

As described for the Original Project on page IV.I-75 of the Draft EIR, which is equally applicable to Alternative 8, the noise analysis also considered additional methods to reduce noise impacts. However, given the logarithmic nature of sound and the decibel scale, reducing the types and numbers of construction equipment by a few pieces of equipment would not result in a substantial reduction in noise levels since, for example, 3-dBA reduction in noise requires a halving of the sound energy. Thus, there would be little benefit in terms of the construction noise levels by requiring a reduction in the types and numbers of construction equipment by only a few pieces of equipment. Given that a 3-dBA reduction in noise would require a halving of the construction sound energy, it would not be feasible to construct Alternative 8 by substantially reducing the types and number of construction equipment used by half or more without severely impacting the ability to build Alternative 8 within a reasonable schedule and the ability to safely and adequately construct the proposed buildings and facilities without access to the full range of the needed equipment. As such, with implementation of technical feasible mitigation, construction noise impacts at noise-sensitive receptors 1, 3, and 5 through 13 would still exceed the significance threshold. Therefore, construction noise impacts associated with on-site noise sources would remain temporarily significant and unavoidable. While construction noise impacts would be temporarily significant and unavoidable, construction noise levels fluctuate throughout a given workday as construction equipment move from one location to another within a project site. When construction equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided in the EIR analysis, which assumes construction equipment would be in use nearest to a sensitive receptor location. Nonetheless, as with the Original Project, Alternative 8 construction noise levels associated with on-site noise sources would be significant and unavoidable with mitigation and would be similar to the Original Project.

b. Off-Site Construction Noise Impacts:

As stated for the Original Project on page IV.I-34 of the Draft EIR, which is equally applicable to Alternative 8, off-site noise is related to roadway noise caused by construction trucks. Roadway noise impacts were evaluated using the FHWA TNM based on the roadway traffic volume data provided in Exhibit N-1, *Transportation Assessment*, of the Draft EIR. This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to development was calculated and compared to baseline noise levels that would occur without Original Project construction.

As shown for the Original Project in Table IV.I-11, *Estimate of Off-Site Construction Traffic Noise Levels*, which is equally applicable to Alternative 8, construction trips would not generate significant impacts at all but one roadway segment. As described on page V-298 of the Draft EIR and page 3-54 of the Final EIR, since the type and duration of construction, and thereby the number of construction trips, would be similar to the Original Project, traffic noise levels of 5.4 dBA L_{eq} greater than existing traffic noise levels along Yucca Street between Argyle Avenue and

N. Gower Street would be generated by Alternative 8. Sensitive land uses along this roadway segment include residential, hotel, and religious uses, such as residential uses on the north and south sides of Yucca Street, Kimpton Everly Hotel, Hollywood Hills Suites, and Saint Stephen's Episcopal Church. Since 5.4 dBA L_{eq} is above the significance threshold of 5-dBA L_{eq} along this roadway segment, off-site construction traffic noise impacts would be potentially significant for this segment but would not exceed the 5-dBA L_{eq} threshold compared to existing traffic noise levels along any of the other studied roadway segments.

Alternative 8 would implement a Construction Traffic Management Plan (Project Design Feature TRF-PDF-2) that would include street closure information, a detour plan, haul routes and a staging plan, and would be prepared and submitted to the City for review and approval. However, concrete trucks and worker vehicles would not be subject to the City-approved haul route and these trucks and vehicles would travel from a variety of locations, which may include travel along Yucca Street between Argyle Avenue and N. Gower Street. Since there are no feasible mitigation measures to impose restriction for concrete trucks and worker vehicles from travel along this roadway segment, impacts would be temporarily significant and unavoidable. However, trucks and vehicles driving past a sensitive receptor location would also generate very short-term (i.e., several seconds) fluctuating noise levels as a truck and/or vehicle passes the location. Exposure to fluctuating construction noise levels that would at times be lower than the noise levels shown in the analysis in the Draft EIR would not rise to the level that would result in hearing loss, and the significant construction noise increase on a project-specific basis would not be expected to result in adverse health impacts. Nonetheless, off-site construction noise would exceed the significant threshold at the Yucca Street between Argyle Avenue and No. Gower Street roadway segment, and, therefore, impacts would be significant and unavoidable and would be similar to the Original Project.

(ii) Construction Vibration and Human Annoyance:

a. Structural Damage:

As described for the Original Project on pages IV.I-77 through IV.I-80 of the Draft EIR, which is equally applicable to Alternative 8, construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies, depending on soil type, ground strata, and construction characteristics of the receptor buildings. With regard to potential building damage, construction would generate groundborne construction vibration forces during building demolition and site excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The FTA has published standard vibration velocities levels for various construction equipment operations. Table IV.I-16, *Construction Equipment Vibration Levels*, of the Draft EIR, presented the typical vibration levels at a reference distance of 25 feet for construction equipment anticipated to be used during construction for the Original Project. Vibration impacts with regard to structures were evaluated at the nearest off-site buildings to the Project Site (north, south, east, and west) and the on-site Capitol Records Complex.

As indicated in Table IV.I-17, *Construction Vibration Impacts – Building Damage*, of the Draft EIR as revised on page 3-41 of the Final EIR, which provides the estimated vibration levels at the nearest off-site structures (including adjacent historic structures) to the Project Site for the Original Project, which is equally applicable to Alternative 8, the estimated vibration velocity levels from all construction equipment would be below the building damage significance criteria at off-site

building structures west and east of the West Site and East Site construction areas. The estimated vibration levels at the buildings adjacent to the north and south of the West Site and East Site construction areas would be up to 3.379 inch/second peak particle velocity (PPV), which would exceed the 0.50 inch/second PPV significance threshold (FTA Category I, Reinforced-concrete, steel, or timber building) at the Argyle House at the southwest corner of Yucca Street/Argyle Avenue, the 0.30 inch/second PPV significance threshold for Category II (FTA Category II, Engineered concrete and masonry) at the AMDA Vine and the 0.12 inch/second PPV significance threshold for Category IV (FTA Category IV, Buildings extremely susceptible to building damage) at the Avalon Hollywood and the Pantages Theatre. The estimated vibration levels from construction activities at both the West Site and East Site would also exceed the significance threshold of 0.50 inch/second PPV significance threshold (FTA Category I, Reinforced-concrete, steel or timber) at the Capitol Records Building and Gogerty Building. The estimated vibration levels from construction activities at both the West Site and East Site would exceed the significance threshold, as applicable to adjacent historic buildings, of 0.12 inch/second PPV significance threshold (FTA Category IV, Buildings extremely susceptible to building damage) at the Art Deco Building Storefront on the West Site and the Pantages Theatre and Avalon Hollywood on the East Site. The estimated vibration levels from construction activities at the East Site would exceed the significance threshold of 0.20 inch/second PPV significance threshold (FTA Category III, Non-engineered timber and masonry buildings) at the single-story commercial building at 1718 N. Vine Street located south of the East Site.

Therefore, as described on page V-299 of the Draft EIR, the estimated vibration velocity levels from all construction equipment (maximum construction conditions) under Alternative 8 would be below the building damage significance criteria at off-site building structures west and east of the West Site and East Site construction areas. However, as with the Original Project, the estimated construction vibration levels under Alternative 8 would exceed the significance threshold at the Avalon Hollywood, the Pantages Theatre, the Yucca Street Art Deco Building Storefront, the AMDA Vine building, the Argyle House, the Commercial Building at 1718 Vine Street, the Capitol Records Building, and the Gogerty Building.

As described for the Original Project on pages IV.I-86 through IV.I-47 of the Draft EIR, which is equally applicable to Alternative 8, page V-299 of the Draft EIR and pages 3-42 through 3-45 of the Final EIR, Mitigation Measure NOI-MM-4 sets forth the vibration monitoring requirements to ensure that vibration levels remain below the threshold of significance. This mitigation measure specifies warning levels prior to damage and the process for monitoring, warnings, reduction of vibrations, and inspection of damage as well as the requirement to repair any damage in a manner that meets the Secretary of the Interior's Standards for historical resources. As described for the Original Project on page IV.I-86 of the Draft EIR, which is equally applicable to Alternative 8, and page V-299 of the Draft EIR, with implementation of Mitigation Measure NOI-MM-4 and compliance with LAMC Section 91.3307.1 regarding protection of adjoining property, structural groundborne vibration impacts would be reduced to less-than-significant levels for the Capitol Records Building and Gogerty Building. However, while implementation of Mitigation Measure NOI-MM-4 would provide the same or similar protections to the other buildings subject to potential structural damage from vibration which would reduce impacts to less-than-significant levels, because Mitigation Measure NOI-MM-4 requires the consent of other property owners, who may not agree, the City has concluded that Alternative 8's structural vibration impacts on the AMDA Vine Building, the Argyle House at southwest corner of Yucca Street and Argyle Avenue, the Pantages Theatre, Avalon Hollywood, Art Deco Building (6320 Yucca), and the single-story commercial building at 1718 N. Vine Street (except if this building has already been demolished as part of Related Project No. 2) would be significant and unavoidable because it cannot be assured that all components of Mitigation Measure NOI-MM-4 can be implemented and would be

similar to the Original Project.

b. Human Annoyance:

As described for the Original Project on pages IV.I-33 and IV.I-36 and Appendices K-1 and K-2 of the Draft EIR, which are equally applicable to Alternative 8, and page V-300 of the Draft EIR, and page 3-45 of the Final EIR, human annoyance from groundborne vibration impacts due to the construction activities were evaluated by identifying the construction equipment which would be potential vibration sources, estimating the vibration levels at the potentially affected receptor, and comparing the construction activities to the applicable vibration significance thresholds. Vibration levels were calculated based on the FTA published standard vibration velocities for various construction equipment operations. The vibration velocities were calculated based on a point source with standard distance propagation conditions, pursuant to FTA procedures. Pursuant to Project Design Feature NOI-PDF-1 (Impact Pile Driving and Blasting Prohibitions), construction of Alternative 8 would not use impact pile driving methods, and as such, impact pile driving vibration was not included in the analysis. However, the analysis included use of augured or drilled piles, which are less vibration-intensive than impact pile driving. Based on FTA guidelines, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day): (i) Project construction activities cause groundborne vibration levels to exceed 65 VdB at buildings where vibration would interfere with interior operations; (ii) 72 VdB at off-site sensitive uses, including residential uses and where people normally sleep; and (iii) construction activities cause groundborne vibration levels to exceed 75 VdB at off-site institutional uses.

As described for the Original Project on page IV.I-81 and Table IV.I-18, *Construction Vibration Impacts – Human Annoyance (West Site)*, and Table IV.I-19, *Construction Vibration Impacts – Human Annoyance (East Site)* of the Draft EIR, which are equally applicable to Alternative 8, the estimated vibration levels due to construction equipment at off-site vibration receptors would exceed the thresholds of significance at some sensitive receptors. As shown in Table IV.I-18, the estimated vibration levels due to on-site construction equipment at the West Site would exceed the significance threshold for human annoyance at receptors 6 and 11 through 13, and, as shown in Table IV.I-19, the estimated vibration levels due to construction equipment at the East Site would exceed the vibration significance threshold for human annoyance at receptors 3, 5, and 8 through 11. Therefore, the on-site vibration impacts pursuant to the significance criteria for human annoyance during construction of the Project would be potentially significant.

As described for the Original Project on page IV.I-86 through IV.I-87 of the Draft EIR, which are equally applicable to Alternative 8, even with the Project Design Feature NOI-PDF-1, prohibiting the use of pile drivers, vibration impacts regarding human annoyance at the nearby noise sensitive receptors would exceed the significance thresholds (72 VdB at residential uses and 75 VdB at institutional uses) at some nearby receptors potential mitigation measure to reduce vibration impacts from on-site construction activities with respect to human annoyance would be the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, this measure, which is normally used for long-term operational impacts, is not a feasible mitigation measure because wave barriers must be very deep and long to be effective. In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate groundborne vibration from the excavation equipment. Therefore, there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance at the vibration-sensitive receptors 3, 5, 6, and 8 through 13.

Accordingly, as described on pages V-299 through V-300 of the Draft EIR, the estimated vibration levels due to maximum construction activity at the West Site under Alternative 8 would exceed the significance threshold for human annoyance at vibration sensitive receptors near the Project Site. Implementation of Mitigation Measure NOI-MM-4 may lessen but would not reduce all human annoyance impacts to a less-than-significant level. Therefore, as with the Original Project, no feasible mitigation measures under Alternative 8 would reduce the temporary vibration impacts from on-site construction associated with human annoyance at the vibration-sensitive receptors 3, 5, 6, and 8 through 13 and Alternative 8 construction vibration levels would be significant and unavoidable. As Alternative 8 would result in a similar duration of construction activity, impacts related to construction vibration would be similar to the Original Project.

(iii) Construction Cumulative Impacts:

a. On-Site Construction Noise:

For the reasons described for the Original Project on pages IV.I-88 through IV.I-90 of the Draft EIR, which are equally applicable to Alternative 8, the potential for cumulative construction noise impacts from on-site construction activities to occur is based on the distance between Alternative 8 and each of the related projects. Noise from construction activities would normally affect the areas immediately adjacent to each of the construction sites, specifically areas that are less than 500 feet from a construction site. Of the 150 related projects, 10 are within 1000 feet of the Project Site (i.e., Related Project Nos. 1 through 10). Of those 10 related projects, four have already been constructed and, therefore, would not have a cumulative construction impact with the Project. As such, six of the related projects (Related Project Nos. 2, 4, 5, 7, 8, and 10) have the potential to create construction noise impacts to the 13 nearby sensitive receptors should their construction schedule overlap with the construction of Alternative 8. The potential for overlapping construction schedules would be speculative at this time for all but Related Project No. 2 which has submitted its potential construction schedule to the City and has made the preliminary determination that that its construction noise impacts would be cumulatively considerable after mitigation if nearby related projects, including the Original Project, were to be constructed concurrently. Nonetheless, as described for the Original Project on page IV.I-119 of the Draft EIR, which is equally applicable to Alternative 8, given the significant construction noise impacts on receptors 1, 3 and 5 through 13, if construction of one or more of the related projects were to overlap with Alternative 8 construction, Alternative 8's contribution to cumulative construction noise would be cumulatively considerable and would represent a significant cumulative impact similar to the Original Project.

Mitigation Measures NOI-MM-1 (Setback Distances and Boundary Noise Curtains) and NOI-MM-2 (Equipment Noise Shielding, Mufflers, and Stationary Curtains) would reduce Alternative 8's on-site construction noise impacts at the off-site noise sensitive receptors, to the extent technically feasible. However, as explained above, while measures to reduce the types and numbers of construction equipment were considered, the level of reduction needed to reduce the impact to less than significant was not feasible to permit Alternative 8 to be built safely and adequately within a reasonable schedule. Thus, even if the related projects utilized similar mitigation measures, the cumulative impacts to receptors 1, 3 and 5 through 13 would be significant. Accordingly, given the significant construction noise impacts on receptors 1, 3, and 5 through 13, if construction of one or more of these related projects were to overlap with Alternative 8 construction, Alternative 8's contribution to cumulative construction noise would be cumulatively considerable, and on-site cumulative noise impacts from Alternative 8 construction would be significant and unavoidable and would be similar to the Original Project.

b. Off-Site Construction Noise:

As described for the Original Project on pages IV.I-89 through IV.I-90 of the Draft EIR, which is equally applicable to Alternative 8, if construction of related projects would overlap with Alternative 8 construction and construction trucks would utilize the same roadway network as Alternative 8, cumulative off-site construction noise level increases could occur in the Project area. The exact construction scheduling and timing of construction truck trips for the identified related projects are not known. Therefore, a quantitative analysis assuming a construction overlap and/or a combined on-road construction noise level would be entirely speculative. However, five of the nearby related projects would use the same haul routes as Alternative 8, which, assuming an overlap in construction schedules, could result in increased roadway noise. Thus, based on a qualitative assessment, and to present a worst-case analysis, the Draft EIR analysis assumed that construction truck trips from these related projects could result in overlapping construction schedules. When combined with construction truck trips from related projects, it is possible that the combined increases in noise levels from Alternative 8 and related projects construction truck trips would exceed the significance threshold at some roadway segments, including along Yucca Street between Argyle Avenue and Gower Street, where Alternative 8 truck trips alone would result in significant increase in noise. Similar to Alternative 8, each project applicant would be required to prepare and submit to LADOT for approval a construction management plan that would be based on the nature and timing of the specific construction and other projects in the vicinity of the development site which could be used to reduce conflicts in schedules. Nonetheless, should Alternative 8's construction overlap with related project construction, Alternative 8's contribution to cumulative construction noise would be cumulatively considerable and, therefore, Alternative 8's off-site construction noise impacts would be cumulatively significant and unavoidable impact along common travel routes and would be similar to the Original Project.

(iv) Construction Groundborne Vibration and Human Annoyance:

As described for the Original Project on pages IV.I-90 of the Draft EIR, which is equally applicable to Alternative 8, due to rapid attenuation characteristics of groundborne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. The only related projects that are located adjacent to the same receptor as Alternative 8 are Related Project No. 1 and Related Project No. 2. However, Related Project No. 1 is already built, and, therefore, it would not contribute to cumulative vibration impacts. Should construction of Alternative 8 and Related Project No. 2 overlap, there is the potential for cumulative vibration impacts to the Pantages Theatre to the south of the Project Site. As discussed above, while Mitigation Measure NOI-MM-4 (Vibration Monitoring), which sets forth monitoring and repair requirements, would reduce impacts to less than significant, because Mitigation Measure NOI-MM-4 requires the consent of other property owners, who may not agree, all the components of this mitigation measure may not be able to be implemented for the Pantages Theatre. Therefore, vibration impacts in association with Related Project No. 2 would be cumulatively considerable, and cumulative impacts due to construction vibration would be significant and unavoidable and would be similar to the Original Project.

(g) Reference:

For a complete discussion of impacts related to noise and vibrations, please see Section IV.I, *Noise*, and Appendices K-1, *Construction Noise & Vibration Impact Study*, and K-2, *Off-Site Construction, and On-Site and Off-Site Operational Noise Technical Appendix*, and Chapter V, *Alternatives*, pages V-272 through V-314 of the Draft EIR and Chapter 3, *Revisions, Clarifications, and Corrections to the Draft EIR*, of the Final EIR.

VIII. ALTERNATIVES

CEQA requires that an EIR analyze a range of reasonable alternatives that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the Project. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the Project's significant impacts.

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or additional mitigation measures will substantially lessen any of the significant effects of the Project, reduce the significant unavoidable impacts of the Original Project to a level that is less than significant, or avoid any significant effect that the Original Project would have on the environment. Nonetheless, the City finds, pursuant to PRC Sections 21002-21002.1 and 21004 and CEQA Guidelines Sections 15002(a), 15002(h), and 15021(a), that Alternative 8 is a feasible and acceptable alternative in that it meets all of the Project Objectives with similar impacts to the Original Project, as summarized below. While certain Alternative 8 impacts would be greater than the less-than-significant impacts of the Original Project, all of these impacts would still be less than significant (with or without mitigation), similar to the Original Project. Moreover, Alternative 8 would result in less impacts than the Original Project with regards to GHG, Public Services (Parks and Libraries), Transportation (household VMT), and Utilities (Water and Wastewater). As such, pursuant to the aforementioned CEQA regulations, the City may choose to adopt a modified version of the Original Project, or an alternative studied in the Draft EIR (including Alternative 8), instead of the Original Project, to satisfy the City's environmental concerns (*Sierra Club v. City of Orange* (2008) 163 Cal.4th 523, 533 (2008)). Additionally, Alternative 8 meets the City's broader policy concerns with providing increased employment opportunities and office uses within a TPA in the Hollywood area. (*South of Market Community Action Network v. City and County of San Francisco* (2019) 33 Cal.App.5th 321).

B. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. Chapter II, *Project Description*, of the Draft EIR set forth the Project Objectives defined by the Applicant and the Lead Agency. The underlying purpose of the Project is to create a mixed-use development in the Hollywood community that provides residents, employees, and visitors with an active open space area and to create a design that contributes to the unique landmarks of the Capitol Records Complex and legacy of the Hollywood area. The specific objectives are:

1. Redevelop the Project Site, with a mixed-use development that protects the architectural and historical heritage of the Capitol Records Complex and activates Hollywood Boulevard, Vine Street, and surrounding streets through connected, publicly available landscaped

open space, including a paseo with shopping, seating, open air dining, and art installations, and plazas accommodating performances and community focused events.

2. Create a hub of activity surrounding the Capitol Records Complex and the intersection of Hollywood Boulevard and Vine Street, by activating the eastern end of Hollywood Boulevard and the terminus of the Hollywood Walk of Fame, to increase engagement with the Capitol Records Complex.

3. Develop architecturally distinct buildings that are compatible with the Capitol Records Complex through a design that responds to the Capitol Records Building's modernist architectural character, and preserve views of the Capitol Records Building.

4. Maintain prominent views of the Capitol Records Building by providing building setbacks, visual buffers, open space between the Project's new buildings and the Capitol Records Complex, and safe public viewing areas from the proposed paseo and plazas, to maximize view corridors and continue showcasing its distinctive architectural design.

5. Promote local, regional, and state land use and mobility objectives and reduce vehicle miles traveled (VMT) by maximizing infill development within an existing Regional Center near jobs, retail, and entertainment in proximity to transit and transportation infrastructure that encourages pedestrian activity.

6. Provide affordable senior housing with outdoor spaces in proximity to public transportation, allowing an age-specific demographic to continue to live in their residence of preference while maintaining access to services and goods.

7. Cluster jobs and housing near transit by locating a high-density, mixed-use development within a Transit Priority Area.

8. Support the growth of the City's economic base through the introduction of an economically viable project which creates a significant number of construction and permanent jobs.

9. Activate the Hollywood area with commercial opportunities that could serve local employees, generate local tax revenues, and provide new permanent jobs and housing for residents in support of local business.

10. Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of energy to achieve a LEED-Gold equivalent building.

C. Alternatives Analyzed

1. No Project/No Build Alternative

(i) Description of Alternative:

The No Project/No Build Alternative (Alternative 1) assumes that no new development would occur within the Project Site. The portion of the Project Site that would have been occupied by the Original Project would continue to operate as paved surface parking lots and a small storage building (West Site) and the Capitol Records Complex (East Site).

(ii) Impact Summary:

As Alternative 1 assumes that no new development would occur on the Project Site, the on-site uses would continue to operate similar to existing conditions. As such, this Alternative would not have the beneficial impact of improvements related to water quality standards or drainage patterns or transportation related to design hazards as the Original Project.

Moreover, as Alternative 1 would not include a development program, it would not contribute to growth and development within the Hollywood Community or develop senior housing or promote local, regional, and State land use and mobility objectives and reduce VMT by maximizing infill development within an existing Regional Center near jobs, retail, and entertainment in proximity to transit and transportation infrastructure that encourages pedestrian activity, and, therefore, it would not achieve any of the Project Objectives.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible the No Project/No Build Alternative (Alternative 1) described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 1 would generally reduce the Original Project's environmental impacts due to lack of any construction, and, therefore, is environmentally superior to the Original Project, it would not improve existing conditions related to drainage from the Project Site or curb cuts along Vine Street. Moreover, Alternative 1 would not meet the Original Project's underlying purpose or primary objectives to develop the Project Site with a transit-oriented development that includes residential uses, affordable senior housing, Project- and community-serving commercial uses, and publicly accessible and private open space and amenities. In addition, Alternative 1 would not meet any of the Project Objectives.

(v) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

2. Development Under Existing Zoning Alternative

(i) Description of Alternative:

The Development Under Existing Zoning Alternative (Alternative 2) would conform to the Project Site's existing zoning designation. The development of Alternative 2 with a mix of residential, retail, and restaurant uses would be similar to the Project, although residential uses would be proportionally reduced to reflect the reduction in the Project's FAR from 6.994:1² to 3:1, except

² The Draft EIR, the Deputy Advisory Agency and Hearing Officer Notice of Public Hearing, and the VTT Staff Report identified a 6.973:1 FAR, as it was assumed that the Applicant's requested sidewalk and alley mergers would be approved and, thus, were included as part of the lot area when calculating the total FAR. However, the Deputy Advisory Agency only partially approved the requested mergers which results in a

for a small section in the northwest corner of the West Site, which would be developed to an FAR of 2:1. Alternative 2 would be developed with a total of 30,176 square feet of retail and restaurant uses, which is the same as the floor area of retail and restaurant uses provided by the Original Project. Alternative 2 would include approximately 36,141 square feet of publicly accessible open space at the ground level, which would form a paseo through the Original Project Site. No performance stage would be located within the paseo off of Vine Street on the East Site. Alternative 2 would provide a total of 384 market-rate residential units and no senior affordable units.

As shown in Figure V-1, *Building Massing for Alternative 2*, of the Draft EIR, Alternative 2's residential component would be provided within two high-rise buildings, one each on the East Site and West Site, respectively. Each building would provide 192 market-rate residential units. The East Building would be 18 stories and the West Building would be 14 stories. A three-level subterranean parking structure containing 300 spaces would be provided on the East Site, and a two-level subterranean parking structure containing 193 parking spaces would be provided on the West Site, for a total of 493 parking spaces. Vehicle and bicycle parking would be provided in accordance with LAMC requirements. The total floor area for Alternative 2 would be approximately 480,516 square feet, which would result in an FAR of 2.96:1, and represent an approximately 62.7-percent reduction in the Original Project's total floor area.

The components of Alternative 2 are compared to those of the Original Project in Table V-2, *Comparison of Alternative 2 to the Project*, of the Draft EIR.

(ii) Impact Summary:

Alternative 2 would reduce but not avoid the significant and unavoidable impacts related to cultural resources (historic architectural resources) and construction noise and vibration impacts. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Original Project.

As described on pages V-28 through V-68 of the Draft EIR, overall, because of reduced building size, occupancy, and vehicle trips, Alternative 2 would incrementally reduce or be similar to the Project's less-than-significant, or less-than-significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 2 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 2 would reduce certain of the Original Project's less-than-significant and less-

slight change in the FAR calculation to 6.994:1. It should be noted that the square footage of the proposed uses remains the same.

than-significant with mitigation impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources and construction noise and vibration to nearby impacted structures.

As with the Original Project, Alternative 2's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 2 would not meet, or meet to a lesser degree, several of the Project Objectives. Although Alternative 2 would provide for mixed-use development, it would not maximize infill development, cluster jobs and housing near transit, create jobs in both construction and operation, or activate the Hollywood area to the same extent as under the Original Project. In addition, Alternative 2 would reduce the Original Project's setback between the Capitol Records Building and the East Building and would comparatively constrain views of the Capitol Records Building compared to the Original Project. As such, it would not meet the following objectives to the same extent as under the Original Project and is, thus, only partially consistent with Project Objectives 4 through 8.

(v) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

3. Reduced Maximum Height Alternative

(i) Description of Alternative:

Development under the Reduced Maximum Height Alternative (Alternative 3) would limit maximum building heights to 23 stories on the East Site and 22 stories on the West Site. Alternative 3 would incorporate 30,176 square feet of retail and restaurant uses distributed over the East and West Sites. Alternative 3 would provide both market-rate and senior affordable housing as under the Project but at a reduced number to reflect the incremental reduction in floor area. Alternative 3 would provide 349 market-rate units and 53 senior affordable units on the East Site and 478 market-rate units and 72 senior affordable units on the West Site, for a total of 827 market-rate units and 125 senior affordable units.

As shown in Figure V-4, *Building Massing for Alternative 3*, of the Draft EIR, this Alternative's residential component would be provided within four buildings, two each on the East Site and West Site, respectively. The East Building would be 23 stories, the West Building would be 22 stories, the East Senior Building would be eight stories and the West Senior Building would be 11 stories. Alternative 3 would be developed with a total of 35,664 square feet of publicly accessible open space at the ground level, which would form a paseo through the East Site and a plaza accessible from Vine Street on the West Site. No performance stage would be located within the paseo off of Vine Street on the East Site. The total new floor area for Alternative 3 would be approximately 1,097,466 square feet, which would result in an FAR of 6.031:1, and represent an approximate 14.7-percent reduction in the Original Project's floor area. A five-level subterranean parking structure containing 684 spaces would be provided on the East Site, and a five-level subterranean parking structure containing 699 parking spaces would be provided on the West Site, for a total of 1,383 parking spaces. Vehicle and bicycle parking would be provided in

accordance with LAMC requirements. Alternative 3 would result in shorter buildings with broader footprints and would, thus, reduce the Original Project's building setbacks.

The components of Alternative 3 were compared to those of the Original Project in Table V-4, *Comparison of Alternative 3 to the Project*, of the Draft EIR.

(ii) Impact Summary:

As with the Original Project, Alternative 3 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Original Project.

As described on pages V-75 through V-109 of the Draft EIR, overall, because of reduced building size, occupancy, and vehicle trips, Alternative 3 would incrementally reduce or be similar to the Original Project's less than significant, or less than significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 3 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 3 would reduce certain of the Original Project's less-than-significant, and less-than-significant with mitigation, impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 3's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 3, would not meet, or meet to a lesser degree, several of the Project Objectives. Alternative 3 would maintain views of the Capitol Records Building through building setbacks from Vine Street and the open paseo, running between Ivar Avenue and Argyle Avenue. However, because of reductions in the setback between the Capitol Records Building and the East Building, it would constrain closer views compared to the Original Project.

Alternative 3, would incorporate senior affordable residential units, and it would also be constructed to meet LEED-Gold equivalent standards. As such, it would be fully consistent with Project Objectives 1, 2, and 5 through 10.

Although Alternative 3 would provide for mixed use development and achieve Project Objectives,

because of reduced setbacks between the Capitol Records Building and the East Building, and its rectangular buildings, it would not meet the following objectives to the same extent as under the Original Project and, thus, would be only partially consistent with the Project Objectives 3 and 4.

(v) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

4. Office, Hotel and Commercial Alternative

(i) Description of Alternative:

The Office, Hotel and Commercial Alternative (Alternative 4) would incorporate retail and restaurant floor area, as under the Original Project. Approximately 17,485 square feet of retail and restaurant uses would be provided on the East Site, and approximately 12,692 square feet of retail and restaurant uses would be provided on the West Site, for a total of 30,176 square feet of retail and restaurant uses. Alternative 4 would also include the development of a 324-room hotel on the East Site and a 603,060-square-foot office building on the West Site. Unlike the Original Project, Alternative 4 would not provide any residential uses.

As shown in Figure V-7, *Building Massing for Alternative 4*, of the Draft EIR, the hotel and office components under Alternative 4 would be provided within two high-rise buildings, one each on the East Site and West Site, respectively. The hotel building on the East Site would be 12 stories, and the office building on the West Site would be 20 stories. Alternative 4 would be developed with a total of 32,657 square feet of publicly accessible open space at the ground level, which would form a paseo through the East Site and a plaza accessible from Vine Street on the West Site. No performance stage would be located within the paseo off of Vine Street on the East Site. The total new floor area for Alternative 4 would be approximately 789,967 square feet, which would result in an FAR of 4.501:1 and represent an approximate 38.6-percent reduction in the Original Project's floor area. A five-level subterranean parking structure containing 624 spaces would be provided on the East Site, and a five-level subterranean parking structure containing 837 parking spaces would be provided on the West Site, for a total of 1,461 parking spaces. Vehicle and bicycle parking would be provided in accordance with LAMC requirements. Figure V-8, *Alternative 4 Ground Floor Plan*, illustrated the uses and open space at the ground level, and Figure V-9, *Alternative 4 Building Footprints*, illustrated the location of proposed buildings relative to the proposed ground level uses.

The components of Alternative 4 were compared to those of the Project in Table V-6, *Comparison of Alternative 4 to the Project*, of the Draft EIR.

(ii) Impact Summary:

As with the Original Project, Alternative 4 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Original Project.

As described on pages V-116 through V-151 of the Draft EIR, with the exception of some air quality impacts and population and housing and some public services impacts due to increased mobile source emissions, increased vehicle trips, reduced housing, and increased occupancy,

where impacts would be greater than the Original Project but still less than significant, overall, because of reduced scale of development and duration of construction, Alternative 3 either would incrementally reduce, or be similar to, the Original Project's less-than-significant, less-than-significant with mitigation impacts, or would have greater than but still less-than-significant impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 4 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 4 either would reduce certain of the Original Project's less-than-significant and less-than-significant with mitigation impacts, or would have some greater than but still less-than-significant impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 4's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured, and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 4 would not meet one of the Original Project objectives and would meet other Project Objectives to a lesser extent than the Original Project. As described above, Alternative 4 would consist of a hotel building and office building, each containing retail and restaurant uses at ground level without any residential uses. Alternative 4 would represent an approximate 38.6 percent reduction in the Original Project's total floor area. Alternative 4 would also be constructed to meet LEED-Gold equivalent standards, would provide commercial uses and would provide publicly accessible open space. As such, it would be fully consistent with Project Objectives 5, 8 and 10.

Although Alternative 4 would provide for an all commercial development, it would not activate the Hollywood area to the same extent as under the Original Project. Also, because Alternative 4 would not include a residential component, it would not meet the full intention of the Original Project to provide mixed-uses. Therefore, it would not meet the following objectives to the same extent as under the Original Project and, thus, would be only partially consistent with Project Objectives 1 through 4, 6, 7 and 9.

(vi) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

5. Proposed Community Plan Update Compliant Alternative

(i) Description of Alternative:

The Proposed Community Plan Update Compliant Alternative (Alternative 5) would be developed with a floor area of 4.5:1 and incorporate retail and restaurant floor area, as under the Original Project. Approximately 17,485 square feet of retail and restaurant uses would be provided on the East Site, and approximately 12,691 square feet of retail and restaurant uses would be provided on the West Site, for a total of 30,176 square feet of retail and restaurant uses. Alternative 5 would provide both market-rate and senior affordable housing, as under the Original Project, but at a reduced rate compared to the Original Project to reflect an incremental reduction in floor area. Alternative 5 would provide 303 market-rate units and 46 senior affordable units on the East Site; and 280 market-rate units and 43 senior affordable units on the West Site, for a total of 583 market-rate units and 89 senior affordable units.

As shown in Figure V-10, *Building Massing for Alternative 5*, of the Draft EIR, Alternative 5's residential components would be provided within four buildings, two each on the East and West Sites. The East Building would be 29 stories, the West Building would be 20 stories, the East Senior Building, located along Argyle Avenue, would be seven stories, and the West Senior Building, which would be located in the northwestern corner of the Project Site would be 7 stories. Alternative 5 would be developed with a total of 36,551 square feet of publicly accessible open space at the ground level, which would form a paseo through the East Site and a plaza accessible from Vine Street on the West Site. No performance stage would be located within the paseo off of Vine Street on the East Site. The total new floor area for Alternative 5 would be approximately 789,921 square feet, which would represent an approximate 38.7-percent reduction in floor area compared to the Project. A four-level subterranean parking structure containing 438 spaces would be provided on the East Site; and a three-level subterranean parking structure containing 308 parking spaces would be provided on the West Site, for a total of 746 parking spaces. Vehicle and bicycle parking would be provided in accordance with LAMC requirements.

The components of Alternative 5 were compared to those of the Project in Table V-8, *Comparison of Alternative 5 to the Project*, of the Draft EIR.

(ii) Impact Summary:

As with the Original Project, Alternative 5 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Original Project.

As described on pages V-158 through V-192 of the Draft EIR, overall, because of reduced building size, occupancy, and vehicle trips, Alternative 5 would incrementally reduce or be similar to the Original Project's less-than-significant, or less-than-significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social,

technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 5 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 5 would reduce certain of the Original Project's less-than-significant and less-than-significant with mitigation impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 5's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured, and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 5 would not meet several of the Project Objectives. Alternative 5 would maintain views of the Capitol Records Building through building setbacks and the open paseo running between Ivar Avenue and Argyle Avenue. It would incorporate senior affordable residential units, and it would also be constructed to meet LEED-Gold equivalent standards. As such, it would be fully consistent with Original Project Objectives 3, 6, 7 and 10.

Although Alternative 5 would provide for mixed-use development, because of its substantially reduced scale, it would not rise to the same landmark status as under the Original Project or create a similar hub of activity, maximize infill development or reduce VMT, cluster jobs and housing near transit, or activate the Hollywood area to the same extent as under the Project. In addition, Alternative 5 would reduce the Original Project's setback between the Capitol Records Building and the East Building (reducing the width of the view corridor) and would comparatively constrain views of the Capitol Records Building compared to the Original Project. Therefore, it would not meet the following objectives to the same extent as under the Original Project and, thus, would only partially be consistent with Project Objectives 1, 2, 4, 5, 8 and 9.

(vi) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

6. Above-Grade Parking Alternative

(i) Description of Alternative:

The Above-Grade Parking Alternative (Alternative 6) would provide the same amount of retail/restaurant square footage (30,176 square feet) and the same total number of residential units (1,005 units), including the same number of market-rate (872) and senior affordable units (133) as the Original Project. Also consistent with the Original Project, Alternative 6 would include 423 market-rate units and 65 senior affordable units on the East Site; and 449 market-rate units and 68 senior affordable units on the West Site. Alternative 6, however, would have a total floor area of 1,286,634 square feet and a 6.972:1 FAR, or 516 square feet less than the Project and

just below the Original Project's 6.994:1 FAR.³

As shown in Figure V-13, *Building Massing for Alternative 6*, residential components of Alternative 6 would be provided within four buildings, two each on the East and West Sites, with retail and restaurant uses incorporated into the ground level, similar to the Original Project. Because of the above-grade parking, Alternative 6 would be higher than the Original Project. The 46-story East Building would reach a height of 545 feet at the top of the 46th story and 595 feet at the top of the bulkhead. The East Senior Building would be located above the East Site parking podium. The East Senior Building would reach a height of 240 feet at the top of the 21st story and 260 feet at the top of the bulkhead. The ground floor of the 11-level parking podium beneath the East Senior Building would include parking and a lobby for the East Senior Building. Levels 2-11 would be parking only, and Levels 12-21 would include the senior affordable units. The parking podium would extend to and connect with the East Building, providing parking on Levels 2-11 beneath the amenity deck. The amenity deck would be located on the 12th level of the East Site parking podium and would be available to Project Site residents. The amenity deck would include similar recreational and open space features as the Original Project. The 35-story West Building would reach a height of 429 feet at the top of the 35th story and 469 feet at the top of the bulkhead. The West Senior Building would be located above the West Site parking podium. The West Senior Building would reach a height of 179 feet at the top of the 15th story and 198.5 feet at the top of the bulkhead. The ground floor of the five-level parking podium beneath the West Senior Building would include commercial space, parking and a lobby for the West Senior Building. Levels 2-5 beneath the West Senior Building would be parking only, and Levels 6-15 would include the senior affordable units. The parking podium would extend to and connect with the West Building, providing parking on Levels 1-4 beneath the amenity deck. The amenity deck would be located on the 5th level of the West Site parking podium and would be available to Project Site residents. The amenity deck would include similar recreational and open space features as the Original Project.

While the proposed mix of uses would remain the same as the Original Project, the configuration of the ground floor commercial uses and residential lobbies for the Senior Buildings would be reconfigured in order to accommodate the parking podiums. The four commercial spaces would be located on the ground floor along: Vine Street in the East Building; Vine Street in the West Building; and Yucca Street and Ivar Avenue in the West Senior Building. Alternative 6 would be developed with a total of 24,541 square feet of publicly accessible open space at the ground level, as compared to 33,922 square feet of publicly accessible open space under the Original Project. A paseo extending between Vine Street and Ivar Avenue would be provided on the West Site; however, because of the parking podium on the East Site, the paseo would not extend to Argyle Avenue. As such, the open space plaza on the East Site would only be accessible from Vine Street. In addition, no performance stage would be located within the paseo off of Vine Street on the East Site as the East Building footprint would preclude this feature from occurring.

The components of Alternative 6 were compared to those of the Original Project in Table V-8, *Comparison of Alternative 6 to the Project*, of the Draft EIR.

³ The Draft EIR, the Deputy Advisory Agency and Hearing Officer Notice of Public Hearing, and the VTT Staff Report identified a 6.973:1 FAR, as it was assumed that the Applicant's requested sidewalk and alley mergers would be approved and, thus, were included as part of the lot area when calculating the total FAR. However, the Deputy Advisory Agency only partially approved the requested mergers which results in a slight change in the FAR calculation to 6.994:1. It should be noted that the square footage of the proposed uses remains the same.

(ii) Impact Summary:

As with the Original Project, Alternative 6 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts. However, since Alternative 6 would eliminate the Original Project's excavation and hauling phase necessary for the development of the subterranean garages, it would reduce the duration of construction activities and therefore lessen the vibration impact on historical resources.

As described on pages V-200 through V-229 of the Draft EIR, overall, with the exception of aesthetic less-than-significant impacts due to greater view blockage due to the parking podiums, and consistency with transportation plans due to decreased pedestrian access and connectivity through the Project Site where impacts would be greater than the Original Project but still less than significant, Alternative 6 would incrementally reduce or be similar to the Original Project's less-than-significant, or less-than-significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 6 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 6 would reduce certain of the Original Project's less-than-significant and less-than-significant with mitigation impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 6's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured, and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 6 would not meet several of the Project Objectives. As described above, Alternative 6 would provide the same mix of residential and retail uses as under the Original Project. The building design would also be similar, except that the Senior Buildings would be constructed above parking podiums. The taller buildings would rise to 46 stories on the East Site and 35 stories on the West Site as under the Original Project. Alternative 6 would include 24,541 square feet of publicly accessible open space; however, the paseo leading from Ivar Avenue would be blocked by a parking podium along Argyle Avenue, which would block views of the Capitol Records Building from the east.

As Alternative 6 would be similar to the Original Project, it would fully meet Project Objectives 2, and 5 through 10.

However, Alternative 6 would block more views of the Capitol Records Building, reduce the setback between the Capitol Records Building and the East Building, and provide less public open space than the Original Project. Therefore, it would only be partially consistent with Project Objectives 1, 3 and 4.

(v) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

7. Primarily Office Alternative

(i) Description of Alternative:

The Primarily Office Alternative (Alternative 7) would consist of only commercial uses. Alternative 7 would incorporate retail and restaurant floor area as under the Original Project. Approximately 17,485 square feet of retail and restaurant uses would be provided on the East Site, and approximately 14,083 square feet of retail and restaurant uses would be provided on the West Site, for a total of 31,568 square feet of retail and restaurant uses. Alternative 7 would also include the development of 537,280 square feet of office uses on the East Site (East Office Building) and 525,872 square feet of office uses on the West Site (West Office Building), for a total of 1,063,152 square feet of office floor area. Unlike the Original Project, Alternative 7 would not provide for the development of any residential uses.

As shown in Figure V-16, *Building Massing for Alternative 7*, of the Draft EIR the retail and office components of this Alternative would be provided in two buildings, one each on the East Site and the West Site. The East Office Building would be 29 stories and the West Office Building would be 27 stories. Alternative 7 would be developed with a total of 24,900 square feet of publicly accessible open space at the ground level. A paseo extending between Vine Street and Ivar Avenue would be provided on the West Site; however, because of a proposed parking structure along Argyle Avenue, the open space plaza on the East Site would only be accessible from Vine Street. The total new floor area for Alternative 7 would be approximately 1,094,720 square feet, which would result in an FAR of 6.017:1. A three-level subterranean parking structure and four-level parking podium, collectively containing 1,645 spaces, would be provided on the East Site, and a four-level subterranean parking structure and five-level parking podium, collectively containing 1,100 parking spaces, would be provided on the West Site, for a total of 2,745 parking spaces. Vehicle and bicycle parking would be provided in accordance with LAMC requirements. The components of Alternative 7 were compared to those of the Original Project in Table V-11, *Comparison of Alternative 7 to the Project*, of the Draft EIR.

(ii) Impact Summary:

As with the Original Project, Alternative 7 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts. However, because of the reduced scale of development and duration of construction, impacts would be less than under the Original Project.

As described on pages V-236 through V-270 of the Draft EIR, Alternative 7 impacts would be greater but still less than significant compared to the Original Project with respect to aesthetics (scenic vistas), some air quality impacts, GHG emissions, response emergency times, population and housing, and consistency with some transportation plans due to some blocked views of the Capitol Records Building, the lack of housing, increased mobile source emissions, and increased

vehicle trips. However, overall, because of reduced scale of development and duration of construction, Alternative 7 would incrementally reduce or be similar to the Original Project's less-than-significant, or less-than-significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, air quality, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XI of these findings (Statement of Overriding Considerations), make infeasible Alternative 7 described in the Draft EIR.

(iv) Rationale for Finding:

Although Alternative 7 would reduce certain of the Original Project's less-than-significant and less-than-significant with mitigation impacts, it would not eliminate its significant and unavoidable impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 7's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured, and, therefore, the impacts would be significant and unavoidable.

Moreover, Alternative 7 would not meet several of the Project Objectives. Alternative 7 would concentrate commercial development within the TPA, generate a high employment base, and be constructed in accordance with LEED-Gold equivalent standards. Therefore, Alternative 7 would fully meet Project Objectives 5, 8, and 10.

Alternative 7 would be comprised of a mix of commercial uses, which include office, retail, and restaurant uses. In the absence of a residential component, Alternative 7 would not create the same range or mix of uses anticipated under the Original Project. In addition, Alternative 7 would require an above-grade parking structure because of the office component's high parking requirements. The parking structure would block the paseo at Argyle Avenue, which would, in turn, block views of the Capitol Records Building from Argyle Avenue and the east. It would also reduce the Original Project's publicly accessible open space. As such, it would be only partially consistent with Project Objectives 1 through 4, 6, 7 and 9.

(v) Reference:

Refer to Section V, *Alternatives*, of the Draft EIR.

8. Office, Residential and Commercial Alternative

(i) Description of Alternative:

As stated in these Findings, the Office, Residential and Commercial Alternative (Alternative 8)

would provide a mix of office, residential and commercial uses, with a total of 386,347 square feet of office uses and 27,140 square feet of commercial (i.e., restaurant and retail) uses distributed between the West and East Sites; and a total of 770 market-rate residential units and 133 senior affordable units, for a total of 903 residential units. Alternative 8 would include approximately 33,105 square feet of publicly accessible open space at the ground level, which includes a paseo through the East and West Sites, connecting Argyle Avenue to Ivar Avenue. The total new floor area for Alternative 8 would be 1,287,100 square feet, with an FAR of 6.994:1,⁴ the same as under the Original Project, although the total overall floor area for Alternative 8 would be 50 square feet less than the Original Project.

As shown in Figure V-19, *Building Massing for Alternative 8*, of the Draft EIR, the West Site would be developed with two residential structures. The West Building, along Vine Street, would be 48 stories and reach a height of 545 feet at the top of the 48th story and 595 feet at the top of the bulkhead. The West Senior Building, at the southeast corner of Yucca Street and Ivar Avenue, would be 13 stories and reach a height of 169 feet at the top of the 13th story and 209 feet at the top of the bulkhead. The East Site would be developed with the East Office Building containing 386,347 square feet of office uses. The building would be 17 stories and reach a height of 317 feet at the top of the 17th story and 367 feet at the top of the bulkhead. The commercial uses would be distributed between the East and West Sites, with a commercial space located at the ground floor on the corner of Yucca Street and Ivar Avenue and along Vine Street in the West Site, and along Argyle Avenue in the East Site. Under Alternative 8, a four-level subterranean parking structure containing a total of 1,134 spaces would be provided on the West Site; and a four-level subterranean parking structure containing 1,103 parking spaces would be provided on the East Site, for a total of 2,237 parking spaces.

Under Alternative 8, the proposed residential buildings on the West Site would incorporate LEED Gold Certification, as with the Original Project, and the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification which is a performance-based system for measuring, certifying, and monitoring features of the built environment that impact human health and wellbeing, through air, water, nourishment, light, fitness, and comfort. Example LEED Platinum sustainability features of include the following: 40-percent reduction in water consumption; Low-flow bathroom fixtures; Stormwater collection and reuse; Improved daylighting on office floors to maximize the reach of natural light into the floor plates; Energy optimization through high-performance design; Enhanced commissioning to ensure building systems are achieving their desired efficiency; Self-sustaining green vegetative roofs to decrease storm water runoff, reduce heat island effect and increase biodiversity; Use of regional materials to reduce the need to transport building materials; Recycling room and building-wide trash and recycling; Bicycle program, including bicycle storage, bicycle repair and valet, bicycle share; Use of recycled content, material reuse, and low-emitting materials; Green power purchasing program; On-site transit information; Enhanced refrigerant management to offset global warming potential; Implementation of green cleaning throughout the Project; and ParkSmart certified parking garage, with electric charging stations, car share, ride share, and green cleaning. Although the listed items are the same as under the LEED Gold Certification (see Section O, *Energy Conservation and Infrastructure*, of the Draft EIR), LEED Platinum requires

⁴ The Draft EIR, the Deputy Advisory Agency and Hearing Officer Notice of Public Hearing, and the VTT Staff Report identified a 6.973:1 FAR, as it was assumed that the Applicant's requested sidewalk and alley mergers would be approved and, thus, were included as part of the lot area when calculating the total FAR. However, the Deputy Advisory Agency only partially approved the requested mergers which results in a slight change in the FAR calculation to 6.994:1. It should be noted that the square footage of the proposed uses remains the same.

more points of compliance with options offered under the LEED Certification program and, therefore, is held to a higher conservation standard than under LEED Gold.

The WELL Gold Certification program for Alternative 8 focuses on features that contribute to the health and well-being of occupants and visitors. The combination of the LEED Platinum and WELL Gold Certifications would create a building with exceptional sustainability benefits. Example WELL Gold Certification features include: enhanced ventilation in all floors, with 30 percent more fresh air than comparable buildings; fresh air systems, with advanced air filtration with 95-percent efficiency; rigorous air and water quality testing providing high quality fresh air and high quality water; office common amenities will provide healthy food and beverage options; state-of-the-art fitness center that includes fitness equipment and programming; and showering facilities for those that bike to work and/or use the fitness center.

The components of Alternative 8 were compared to those of the Original Project in Table V-13, *Comparison of Alternative 8 to the Project*, of the Draft EIR.

(ii) Impact Summary:

As with the Original Project, Alternative 8 would have significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration impacts.

As described on pages V-279 through V-313 of the Draft EIR, Appendices B-1, *Alternative 8 Plans, Renderings and Visual Simulations*, B-2, *Alternative 8 Supplemental Historical Analysis*, B-3, *Alternative 8 Supplemental Geotechnical Analysis*, and B-4, *Supplemental Transportation Analysis* of the Final EIR, due to increased mobile source emissions, vehicle trips, and occupancy, Alternative 8 would have a greater, but still less-than-significant impact compared to the Original Project with respect to the following impacts related to air quality (cumulative increase of criteria pollutants, localized emissions, and CO), GHG emissions, public services (police, fire and schools), and solid waste. However, all these increased impacts would still be less-than-significant and overall, Alternative 8 would incrementally reduce or be similar to the Project's less-than-significant, or less-than-significant with mitigation, impacts related to aesthetics, air quality, archaeological resources and human remains, geology and soils, paleontological resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, operational noise, odor, population, housing and employment, public services, transportation, tribal cultural resources, public utilities, and energy.

(iii) Finding:

The City finds that Alternative 8 would be a feasible alternative that, while not reducing or avoiding the Original Project's significant and unavoidable impacts, meets all of the Project Objectives and would advance the City's broader policy interests of increasing office uses and employee population within a TPA in the Hollywood Center area of the Hollywood Community Plan to a greater extent than the Original Project. Therefore, as with the Original Project, as to Alternative 8's significant and unavoidable cultural resources (historic architectural resources) and construction noise and vibration and human annoyance Project-level and cumulative impacts, the City finds, pursuant to PRC Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or the other Original Project alternatives identified in the EIR.

(iv) Rationale for Finding:

a) No impact:

As described on pages V-279 through V-281 of the Draft EIR and summarized in these Findings, similar to the Original Project, Alternative 8 would have no impact with regard aesthetics because, in addition to the reasons set forth in those pages, pursuant to PRC Section 21099(d)(1)) and ZI File No. 2452, Alternative 8 qualifies as a mixed-use or employment center project in a designated TPA site and infill area and, therefore, the EIR is not required to evaluate physical aesthetic impacts pertaining to scenic vistas, scenic resources, and light and glare and impacts would not constitute CEQA environmental impacts.

Since Alternative 8 would be located on the same Project Site as the Original Project, for all of the reasons set forth in the Initial Study, Appendix A-2 of the Draft EIR, and summarized above in Section V.A of these Findings Alternative 8 would also have no impact associated with agricultural and forest resources; biological resources; landslides; septic systems; flooding; habitat conservation plans; mineral resources; airstrips or airport proximity or plans; population of housing displacement; and, air traffic patterns.

b) Less than significant impacts:

As described on pages V-280 through V-314 of the Draft EIR, and summarized in these Findings, Alternative 8 would have a similar, greater but still less-than-significant, or reduced less-than-significant impact associated with aesthetics (regulations governing scenic quality), air quality (other than cumulative increase of criteria pollutants and TAC emissions during construction), human remains, geology and soils (other than paleontological resources), GHG emissions, hazards and hazardous materials (other than accidental release and use of hazardous materials within one-quarter mile of a school), hydrology and water quality, land use and planning, noise (operation noise, vibrations and human annoyance), public services, transportation, tribal resources, utilities and service systems – water, wastewater and solid waste, and energy conservation and infrastructure. Alternative 8's similar or reduced less-than-significant impacts without mitigation in these areas are due to this Alternative's development being similar to the Project other than the office building component. The greater than, but still less-than-significant, without mitigation impacts of Alternative 8 generally are due to increased mobile source emissions, slightly higher use of gas, increased vehicle trips and higher occupancy resulting from the office use. Nonetheless, all these impacts would still be below the applicable thresholds of significance for air quality emissions, GHG emissions and VMT.

c) Less than significant impacts with mitigation:

As described on pages V-280 through V-314 of the Draft EIR and Appendices B-1, B-2, B-3 and B-4 of the Final EIR, and as summarized in these Findings, with incorporation of the Project Design Features and mitigation measures listed in Section VI of these Findings, Alternative 8 would have a similar, greater but still less-than-significant, or reduced less-than-significant impact associated with air quality (cumulative increase of criteria pollutants, TACs); archaeological resources; paleontological resources; and hazards and hazardous materials (accidental release and use of hazardous materials within one-quarter mile of a school).

d) Significant and unavoidable impacts:

Although Alternative 8 would reduce certain of the Original Project's less-than-significant and less-than-significant with mitigation impacts, it would not eliminate its significant and unavoidable

impacts pertaining to cultural resources, and construction noise and vibration.

As with the Original Project, Alternative 8's significant impacts to cultural resources associated with construction vibration impacts could be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-MM-4 (Vibration Monitoring). However, since this mitigation measure can only be implemented with the consent of the property owners of the impacted structures, implementation cannot be assured, and, therefore, the impacts would be significant and unavoidable.

As described above, Alternative 8 would be an in-fill, mixed-use, office, commercial and office development in a TPA. Alternative 8 would provide 33,105 square feet of publicly accessible open space, would have approximately the same floor area and FAR as the Original Project, and would allow for broad setbacks between the East Office Building and the Capitol Records Building, as under the Original Project. Because of its density of uses, design, open paseo, and building standards, and lower household VMT per capita (4.5) and work VMT per employee (4.7), Alternative 8 would substantially meet all of the Project Objectives.

Accordingly, as Alternative 8 does not create any additional impacts or require any additional mitigation measures to reduce potential impacts to less-than-significant levels, would substantially meet all the Project Objectives, and more fully meets the City's broader policy considerations by providing office uses and increased employment within a TPA than under the Original Project, Alternative 8 would be a feasible and preferable alternative to the Original Project.

(v) Reference:

Refer to Section V, *Alternatives*, and Appendix N-1, *Transportation Analysis*, of the Draft EIR Appendices B-1, *Alternative 8 Plans, Renderings and Visual Simulations*, B-2, *Alternative 8 Supplemental Historical Analysis*, B-3, *Alternative 8 Supplemental Geotechnical Analysis*, and bB-4, *Supplemental Transportation Analysis*, of the Final EIR.

D. Alternatives Rejected as Infeasible

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

1. Alternative Off-Site Location

Pursuant to CEQA Guidelines Section 15126(f)(2), in addition to considering whether an alternative site would avoid or substantially lessen impacts, various factors may be considered when addressing the feasibility of an alternative site. Factors considered may include general suitability, economic viability, availability of infrastructure, general plan consistency, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site. An off-site location would not meet the primary Project Objective to redevelop a Project Site that is located in immediate proximity to the Capitol Records Complex and the Hollywood Boulevard and Vine Street intersection, into a mixed-use development that activates these and surrounding streets through the provision of publicly accessible open space. In accordance with Metro's

initiatives to spur transit-oriented development around its stations, the Metro Red (B) Line Hollywood/Vine Station has become a prime target for community regeneration.

Also, as discussed in Chapter III, *General Description of the Environmental Setting*, of the Draft EIR, approximately 150 related projects are proposed for the Project Study Area, many of which are located within proximity to the Metro Red (B) Line Hollywood/Vine Station. Considering the development pressure within the TPA, available building sites of a size to accommodate the scale and density of the Original Project are scarce. It is not anticipated that the Applicant would be able to find an equivalent-sized building site that is not the subject of another building project in proximity to the Metro Red (B) Line Hollywood/Vine Station or that is not near any of Hollywood's historic buildings.

In addition, the Applicant does not have ownership or control of any other suitable site in the Hollywood area, and their current investment is specifically in the Project Site. Therefore, the flexibility to develop a similar project on the same or similar scale at another location in proximity to public transit is not feasible. Moreover, any projects in nearby locations would have the same issues as the Original Project related to the significant and unavoidable impacts due to the density of development and the prevalence of historical resources in and around the Project Site.

A number of the Project's Objectives regarding consideration of the Capitol Records Complex as it relates to the design of the Original Project and the Project Site would also not be met should the Original Project be constructed at a different location. Thus, an off-site location alternative would not meaningfully change the impacts of the Original Project, and a feasible alternate location for the Original Project has not been identified. Accordingly, an off-site alternative was not carried forward for further analysis.

2. Alternative On-Site Uses

An alternative substantially devoted to another use, such as all office on both sites without retail or restaurant space, was considered as an alternative to the proposed mixed-use development. However, this category of alternative would not fulfill the majority of Project Objectives which generally seek a high-density, mixed-used development consistent with the uses and density envisioned for the Regional Center and Hollywood Center designations of the Project Site and vicinity, including the provision of new housing to help meet market demand within the City. Further, an all office with no retail/restaurant use was not considered because the retail/restaurant use would be fundamental to reducing trips and VMT by the office workers. Other uses, such as low-density residential uses or industrial uses were not considered to be appropriate to the character of the Project Site and surrounding community. Accordingly, these types of on-site alternatives were not carried forward for further analysis.

E. Environmentally Superior Alternative

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

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative,

would be considered the environmentally superior because it would not involve new development and assumes on-site uses would continue to operate similar to existing conditions. Although Alternative 1 would not meet any of the Project Objectives, it would avoid all of the Original Project's, and Alternative 8's, significant impacts, including the significant and unavoidable cultural resources, construction noise and vibration impacts. However, because the No Project/No Build alternative has been identified as the environmentally superior alternative, identification of another environmentally superior alternative is required by the CEQA Guidelines.

As shown in Table V-15, *Comparison of Impacts Associated with the Alternatives and the Project*, Alternative 2, the Development under Existing Zoning Alternative, would reduce the most impacts, the majority of which are less-than-significant impacts. As this Alternative would consist of a lower scale of development with respect to total floor area and residential units compared to the Original Project, it would particularly reduce the Original Project's less-than-significant impacts related to public services and utilities where the magnitude of impacts are associated with population increases.

However, as Alternatives 2 would require site clearance, excavation, and foundation development, as would all the proposed build alternatives, Alternative 2 would exceed threshold standards for noise and vibration. Accordingly, temporary noise and vibration impacts during certain phases of construction under the Original Project and all the build alternatives cannot be mitigated to less-than-significant levels because of the proximity of off-site noise and vibration sensitive uses. However, because of its smaller size, construction-related impacts would be of shorter duration.

In conclusion, although Alternative 2 would not meet all the Project Objectives or meet them to a lesser extent, because Alternative 2 would result in the most reduction of impacts compared to the Original Project, it is considered to be the Environmentally Superior Alternative.

IX. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should Alternative 8 be implemented. The types and level of development associated with Alternative 8 would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of Alternative 8 and would continue throughout its operational lifetime.

Alternative 8 development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site. Alternative 8 construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, non-renewable fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Alternative 8 operation would continue to expend non-renewable resources that are currently consumed within the City. These include energy resources, such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of

Alternative 8, and the existing, finite supplies of these natural resources would be incrementally reduced.

At the same time, through the intensification of development within the TPA, a SCAG-designated High Quality Transit Area (HQTA), Alternative 8 would support a land use pattern that would reduce reliance on private automobiles, VMT, and the consumption of non-renewable resources when considered in a larger context. Most notably, Alternative 8 would provide high density housing and office and retail/restaurant uses along a mixed-use corridor containing commercial, restaurant, office, and entertainment activities, and in close proximity regional transportation systems, such as the Metro Red (B) Line station and numerous regional and local Metro bus lines and LADOT DASH bus lines. These factors would contribute to a land use pattern that is considered to reduce the consumption of non-renewable resources.

Furthermore, Alternative 8 would include design features and be subject to building regulations that would reduce the demands for energy resources needed to support Alternative 8 operation. Alternative 8 would comply with the Los Angeles Green Building Code and 2019 CALGreen Code and achieve the equivalent of the USGBC LEED Gold level for the housing component and LEED Platinum Level for the office building component. The Project Site would be readily accessible by several public transit options, a TDM Program would be implemented to reduce Alternative 8's single occupant vehicle trips and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). Additionally, Alternative 8 would provide on-site short- and long-term bicycle parking on both the West and East Sites, located in consideration of the roadway network.

Alternative 8 would incorporate water conservation and rainwater management strategies, such as high efficiency water fixtures, greywater and rainwater capture systems, green roofs on the Senior Building and residential amenity decks, and water-permeable paving. As part of a hybrid strategy to mitigate urban heat island effects, Alternative 8 would not include any uncovered at-grade parking. Alternative 8 would also utilize light-colored, reflective paving materials, and roof and grade-level vegetation. All selected plant and tree species would be drought tolerant.

As indicated in Section IV.E, *Greenhouse Gas Emissions*, and Chapter V, *Alternatives*, of the Draft EIR, Alternative 8 would result in a less-than-significant GHG impacts. In addition, Alternative 8 would be consistent with the State's Assembly Bill (AB) 32 GHG reduction target and would result in a less-than-significant impact with respect to consistency with applicable plans, policies, or regulations to reduce GHG emissions. Alternative 8 would achieve several objectives of the City's Framework Element L.A. Green New Deal, the SCAG 2016-2040 RTP/SCS and the AQMP for establishing a regional land use pattern that promotes sustainability. Continued use of nonrenewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources.

Furthermore, Alternative 8 would not affect access to existing resources or interfere with the production or delivery of such resources. The Project Site contains no energy resources that would be precluded from future use through Alternative 8 implementation. Alternative 8's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

X. GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed

project could induce growth. As discussed in Chapter I, *Introduction*, of the Draft EIR, and as presented in Appendix C (Senate Bill 375 Memorandum), of the Draft EIR, which apply equally to Alternative 8, Alternative 8 qualifies for CEQA streamlining per SB 375 and Public Resources Code Section 21159.28 which specifically states that the EIR shall not be required to discuss “growth inducing impacts” (Public Resources Code Section 21159.28(a)). Nonetheless, the Draft EIR included an assessment of growth-inducing impacts is provided for informational purposes. Alternative 8 would provide housing for 2,186 new residents and generate 1,849 new employees. Although Alternative 8 would also generate construction jobs, as described for the Original Project in Section IV.J, *Population and Housing*, of the Draft EIR, which is equally applicable to Alternative 8, and page V-300 of the Draft EIR, for the reasons described herein, it is not likely that construction workers would relocate their households as a consequence of temporary construction employment at the Project Site. As described in Section IV.L, *Transportation*, Section IV.N.1, *Wastewater*, Section IV.N.2, *Water*, and Section IV.N.3, *Solid Waste*, and Chapter V, *Alternatives*, of the Draft EIR, there is adequate infrastructure to serve Alternative 8, and no significant impacts due to expanded infrastructure would occur.

As described in Section IV.J, *Population and Housing*, of the Draft EIR, and Chapter V, *Alternatives*, of the Draft EIR, Alternative 8’s increase in population, housing, and employment would continue an infill growth pattern that is encouraged locally in the City’s plans and regionally by SCAG policies, would be well within the projected growth forecasts for the City and region, and would align with infill development priorities within TPAs consistent with State, regional, and local policies. As such, the potential for physical impacts on the environment due to unplanned population, housing, and employment growth would be less than significant.

As described in Section IV.L, *Transportation*, Section IV.N.1, *Wastewater*, Section IV.N.2, *Water*, and Section IV.N.3, *Solid Waste*, and Chapter V, *Alternatives*, of the Draft EIR, Alternative 8 would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure; the only off-site infrastructure improvements would consist of tie-ins to the existing utility main-lines already serving the Project Site area. Therefore, Alternative 8 would not require the construction of off-site infrastructure that would induce growth and development in new areas. In addition, as described in Section IV.K.1, *Fire Protection*; Section IV.K.2, *Police Protection*; Section IV.K.3, *Schools*; Section IV.K.4, *Parks and Recreation*; and, Section IV.K.5, *Libraries*, and Chapter V, *Alternatives*, of the Draft EIR, Alternative 8 would not tax existing community service facilities such that construction of new facilities would be required that would impact the environment. Therefore, Alternative 8 would not directly or indirectly induce growth other than that already anticipated.

Alternative 8’s contribution to growth would also not be cumulatively considerable. As evaluated in Section IV.J, *Population and Housing*, of the Draft EIR, which is equally applicable to Alternative 8, related projects also represent infill development that would be served by available infrastructure and would result in growth falling within projected growth forecasts for the City and the region.

XI. ENERGY CONSERVATION

As described in Section IV.O, *Energy*, and Chapter V, *Alternatives*, of the Draft EIR, Alternative 8 would include Project Design Features designed to improve energy efficiency as set forth in these Findings regarding GHG emissions and water conservation measures. Additionally, the Original Project’s land use characteristics as described in Section IV. B, *Air Quality*, Section IV.E, *Greenhouse Gas Emissions*, and Chapter V, *Alternatives*, of the Draft EIR, which apply equally to Alternative 8, show that the proposed uses represent an infill development within an existing

urbanized area that would concentrate new residential, office and neighborhood-serving commercial retail and restaurant uses within a TPA. Thus, Alternative 8's location would result in reduced vehicle trips and VMT compared to a standard project of similar size and land uses without close access to off-site destinations and public transit stops.

Moreover, as described on pages V-273 and V-277 of the Draft EIR, for the proposed residential buildings on the West Site, Alternative 8 would incorporate LEED Gold Certification, while the proposed office building would combine LEED Platinum (the highest level of LEED Certification) and WELL Gold Certification. Examples of the LEED Platinum sustainability features include the following: (i) 40-percent reduction in water consumption; (ii) low-flow bathroom fixtures; (iii) storm water collection and reuse; (iv) improved daylighting on office floors to maximize the reach of natural light into the floor plates; (v) energy optimization through high-performance design; (vi) enhanced commissioning to ensure building systems are achieving their desired efficiency; (vii) self-sustaining green vegetative roofs to decrease storm water runoff, reduce heat island effect and increase biodiversity; (viii) use of regional materials to reduce the need to transport building materials; (ix) recycling room and building-wide trash and recycling; (x) bicycle program, including bicycle storage, bicycle repair and valet, bicycle share; (xi) use of recycled content, material reuse, and low-emitting materials; (xii) green power purchasing program; (xiii) on-site transit information; (xiv) enhanced refrigerant management to offset global warming potential; (xv) implementation of green cleaning throughout the Project; and (xvi) parkSmart certified parking garage, with electric charging stations, car share, ride share, and green cleaning.

Although the listed items are the same as under the LEED Gold Certification (see Section O, *Energy Conservation and Infrastructure*, of the Draft EIR), LEED Platinum requires more points of compliance with options offered under the LEED Certification program and, therefore, is held to a higher conservation standard than under LEED Gold. The WELL Gold Certification program for Alternative 8 focuses on features that contribute to the health and well-being of occupants and visitors. The combination of the LEED Platinum and WELL Gold Certifications would create a building with exceptional sustainability benefits. Example WELL Gold Certification features include: (i) enhanced ventilation in all floors, with 30 percent more fresh air than comparable buildings; (ii) fresh air systems, with advanced air filtration with 95-percent efficiency; (iii) rigorous air and water quality testing providing high quality fresh air and high quality water; (iv) office common amenities that will provide healthy food and beverage options; (v) state-of-the-art fitness center that includes fitness equipment and programming; and (vi) showering facilities for those that bike to work and/or use the fitness center. As discussed in these Finding under Energy Conservation and Infrastructure, above, Alternative 8 would not result in potentially significant environmental impacts due to wasteful, inefficient or unnecessary consumption of energy resources during Alternative 8 construction or operation, conflict with or obstruct a state or local plan for renewable energy or energy efficiency, or require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR identifies unavoidable significant impacts that would result from implementation of Alternative 8. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The State CEQA Guidelines

require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto.

Based on the analysis for the Original Project provided in Section IV, *Environmental Impact Analysis*, and Chapter V, *Alternatives*, of the Draft EIR, which apply equally to Alternative 8, construction and implementation of Alternative 8 would result in significant impacts that cannot be feasibly mitigated with respect to: (1) cultural resources: Project-level and cumulative structural vibration impacts during construction to off-site historic architectural resources; and (2) noise and vibration: i) construction noise – Project-level and cumulative noise impacts to off-site noise sensitive receptors from on-site construction activities and off-site vehicle and truck travel; and ii) construction vibration – Project-level and cumulative structural vibration impacts to adjacent off-site buildings, and human annoyance vibration impacts to adjacent sensitive receptors.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of Alternative 8. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to Alternative 8 discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of Alternative 8 against Alternative 8's significant and unavoidable impacts, the City hereby finds that each of Alternative 8's benefits, as listed below, outweigh and override the significant unavoidable impacts relating to cultural resources and construction noise and construction vibration and human annoyance.

The below stated reasons summarize the benefits, goals and objectives of Alternative 8, and provide the detailed rationale for the benefits of Alternative 8. These overriding considerations of economic, social, aesthetic, and environmental benefits for Alternative 8 justify adoption of Alternative 8 and certification of the completed EIR. Each of the listed Alternative 8 benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve Alternative 8 despite Alternative 8's identified significant and unavoidable environmental impacts. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of Alternative 8, and (ii) justifies adoption of Alternative 8 and certification of the completed EIR. In particular, achieving the underlying purpose for Alternative 8 would be sufficient to override the significant environmental impacts of Alternative 8.

- Housing: Alternative 8 will develop up to 903 needed new residential units, including 133 senior affordable units for Very-Low Income households, that will directly meet existing housing demand in Hollywood and the City as a whole and help address the current Citywide housing shortage.
- Affordable Senior Housing: Alternative 8 would provide 133 senior affordable senior units for Very-Low Income households with outdoor spaces in proximity to public transportation, allowing an age-specific demographic to continue to live in their residence of preference while maintaining access to services and goods. Additionally, the Legislature has acknowledged that there is a statewide housing crisis due to the lack of housing in general, as well as a lack of affordable housing, and that local governments, including the City, must do their part to address this crisis. (See Gov. Code, Sections 65009 (a)(1), and 65589.5 (a).) Alternative 8 would help the City in its efforts to address the statewide housing crisis.

- Office Uses: Alternative 8 would provide 386,347 square feet of office uses and 27,140 square feet of restaurant and retail space, which would help balance the jobs housing needs for the City and support the Hollywood Center Community Plan's goals for the Hollywood Center area, where the Project Site is located, which seeks to make this part of Hollywood a commercial center for Hollywood and surrounding communities. Moreover, the Alternative 8 office component would respond to the public correspondence received from City Council Office District 13 identifying the community's desire and need for additional office space in the Hollywood neighborhood. Thus, Alternative 8 proposes a greater balance of jobs producing uses while providing housing, including the same number of senior affordable units as the Original Project.
- Support of Multiple State, Regional and City Planning, Sustainability and Energy Consumption Goals:
 - Reduction of Sprawl and Reliance on Single Passenger Vehicles: Alternative 8 would locate high-density residential development at an urban infill location that is in close proximity to jobs-rich centers and add jobs in close proximity to housing. Both Alternative 8 residents and employees would be located within walking distance to public transit, retail and restaurants, and entertainment venues. Alternative 8 would, thereby, contribute to a land use pattern that would reduce reliance on private automobiles and vehicle miles traveled (VMT) and GHG emissions.
 - Reduce Energy Consumption: The new development associated with Alternative 8 will promote the City's sustainability goals by achieving the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification and LEED Platinum Certification levels, which combined with applicable regulatory requires, would reduce Alternative 8's GHG emissions by approximately 22 to 25 percent (depending on the construction buildout scenario). Pursuant to Project Design Feature GHG-PDF-1, the key features of this Project Design Feature will be:
 1. Alternative 8 will incorporate heat island reduction strategies for 50 percent of the Project Site hardscapes or provide 100 percent structured parking and incorporate heat island reduction strategies for the Project roof areas.
 2. Alternative 8 will promote alternatives to conventionally fueled automobiles by designating a minimum of 8 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for a minimum of 30 percent of the Code-required parking spaces, with 10 percent of the Code-required spaces further improved with electric vehicle charging stations.
 3. Alternative 8 will optimize building energy performance with a 20 percent reduction from the LEED Version 4 (v4) baseline consistent with LEED requirements (equivalent to approximately 11.6 percent reduction from the 2016 Title 24 standards).113,114,115
 4. Alternative 8 will reduce water consumption by 40 percent for indoor water and 100 percent for outdoor water from the LEED v4 usage baseline. The reductions would be achieved through potential strategies such as the installation of water efficient fixtures that exceed applicable standards and water efficient landscaping.

- Additional Reductions of GHG Emissions: As an Environmental Leadership Development Project (ELDP) certified by the Governor on April 27, 2018, under the Jobs and Economic Improvement Through Environmental Leadership Act, the Project Applicant has entered into a binding agreement with the City of Los Angeles Department of City Planning to ensure that Alternative 8 would remain GHG neutral during construction and operation, including GHG emissions from employee transportation.
- Preservation of Historical Resources: Alternative 8 would preserve the Capitol Records and Gogerty Buildings (Capitol Records Complex) and develop architecturally distinct buildings that are compatible with the Capitol Records Complex through a design that responds to the Capitol Records Building's modernist architectural character and preserves views of the Capitol Records Building.
- Enhancement of Hollywood: Alternative 8 would include 27,140 square feet of retail and restaurant uses that will further promote pedestrian activity, promote walkability, and enliven the Hollywood area with 24/7 activity.
- Enhancement of the Hollywood Walk of Fame: Alternative 8 would enhance the Hollywood Walk of Fame by removing five existing driveways along Vine Street and making street and landscaping improvements. Removal of the curb cuts would allow the continuation of the terrazzo sidewalk, thereby improving and restoring the continuity of the Hollywood Walk of Fame as a continuous element oriented towards pedestrians by reducing vehicle conflict with pedestrian activity at the existing driveway junctures.
- Enhancement of Pedestrian Activities: Alternative 8 would provide approximately 386,347 square feet of office uses and 27,140 square feet of restaurant and retail uses which would provide commercial uses within walking distance for existing and future residents, employees, and visitors, to further activate pedestrian activity at the Project Site and reduce vehicle trips.
- Provision of Open Space and Social and Cultural Amenities: Alternative 8 would provide approximately 33,105 square feet of publicly accessible open space comprised of cultural and social amenities, such as paseo linkages, plazas, and enhanced and activated street fronts and would incorporate a public art program in conjunction with landscape and open space design.
- Job Creation: Alternative 8 will generate 1,665 new office jobs and 186 net new long-term retail and restaurant jobs onsite and a peak of 7,452 construction jobs.
- Fiscal Benefits: Alternative 8 will provide direct fiscal benefits to the City in the form of sales tax revenues from the Project's restaurant and retail uses.

XIII. GENERAL FINDINGS

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the project evaluated in the EIR (State Clearinghouse No. 2018051002). The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics (for informational purposes), Air Quality, Cultural Resources, Geology and Soils (including paleontology), Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural

Resources, Utilities and Service Systems, Energy Conservation, Alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the Original Project, Alternative 8 and the other alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of Alternative 8. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.
4. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.
5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
6. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
 - a. The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the Original Project, and by implication the Alternatives including Alternative 8, would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the Original Project or any of the Alternatives including Alternative 8 would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
 - b. The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the Original Project and the Alternatives including Alternative 8 to determine whether under the requirements of CEQA, any of the public comments provide substantial

- evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
- c. None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the Original Project and the Alternatives including Alternative 8, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
 7. The mitigation measures identified for Alternative 8 were included in the Draft EIR and Final EIR. As revised, the final mitigation measures for Alternative 8 are described in the MMP. Each of the mitigation measures identified in the MMP is incorporated into Alternative 8. The City finds that the impacts of Alternative 8 have been mitigated to the extent feasible by the mitigation measures identified in the MMP.
 8. CEQA requires the Lead Agency approving a project to adopt an MMP or the changes to the project, which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the Mitigation Measures and Project Design Features adopted by the City in connection with the approval of Alternative 8 and has been designed to ensure compliance with such measures during implementation of Alternative 8. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.
 9. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for Alternative 8.
 10. The custodian of the documents or other materials, which constitute the record of proceedings upon which the City decision is based, is the City of Los Angeles, Department of City Planning.
 11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
 12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising Alternative 8.
 13. The EIR is a project EIR for purposes of environmental analysis of Alternative 8. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 82152 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the Los Angeles Municipal Code (LAMC). The LAMC implements the goals, objectives, and policies of the General Plan, through zoning regulations, including Specific Plans. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The VTTM for Alternative 8 includes the merger and re-subdivision of the Project Site into three (3) ground lots and 13 airspace lots for a total of 16 lots; the merger of a portion of an alley to add 1,003 square feet to the Project Site; the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 4,873 square feet to the Project Site, and dedicating five-foot wide sidewalk easements over the said sidewalk for a mixed-use development.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Pursuant to LAMC Section 17.05 C, tract maps are to be designed in conformance with the tract map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B. The Project Site is located within the Hollywood Community Plan, which designates the Project Site with a Regional Center Commercial land use designation, with corresponding zones of C2, C4, P, PB, RAS3 and RAS4. The Project Site is zoned C4-2D-SN, which is consistent with the land use designation. The C4 Zone allows for a wide variety of land uses, including retail stores, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds and permits any land use permitted in the R4 Zone, including multiple residential uses. Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C4 Zone. However, the Project Site is subject to "D" Limitations, pursuant to Ordinance No. 165,659, which restricts lots with Assessor's Parcel Numbers (APN) 5546-004-006, 5546-004-020, 5546-004-021, 5546-004-029, 5546-030-028, 5546-030-031 through 5546-030-034 to a 3:1 FAR; and the corner lot on the southeast corner of Yucca Street and Ivar Street, with APN 5546-004-032, to a 2:1 FAR. The "SN" indicates that the Project Site is located in the HSSUD, which establishes signage regulations in addition to and/or which supersede those of the LAMC.

Pursuant to LAMC Section 12.22 A.18, any lot in the C4 Zone, provided that such lot is located within an area designated as Regional Center Commercial within the adopted Community Plan, is permitted to develop at the R5 density, or one dwelling unit for every 200 square feet of lot area. In conjunction with the proposed mergers associated with the proposed VTTM for Alternative 8, the lot area of the Project Site is 200,371 square feet,

which permits a maximum density of 1,002 dwelling units⁵. Alternative 8 proposes a total of 903 dwelling units, including 770 market-rate units and 133 affordable senior units. Contingent upon the approval of the Density Bonus Compliance Review, in conjunction with request On- and Off-Menu incentives and Waiver of Development Standards, Alternative 8 would be permitted a maximum 7:1 FAR in exchange for setting aside at least 11 percent for Very Low Income households. Therefore, the proposed merger and re-subdivision of the Project Site into three (3) ground lots and 13 airspace lots for a total of 16 lots; the merger of a portion of an alley to add 1,003 square feet to the Project Site; the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 4,873 square feet to the Project Site, and dedicating five-foot wide sidewalk easements over the said sidewalk for a mixed-use development would therefore be consistent with these regulation.

Pursuant to LAMC Section 17.06 B, a VTTM must be prepared by or under the direction of a licensed land surveyor or registered civil engineer. It is required to contain information regarding the boundaries of the Project Site, as well as the abutting public rights-of-way, hillside contours for hillside properties, location of existing buildings, existing and proposed dedication, and improvements of the tract map. The VTTM indicates the map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B and is consistent with the applicable General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the “Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. LAMC Section 17.05 C, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”). LAMC Section 17.06 B and 17.15 list the map requirements for a tentative tract map and vesting tentative tract map. The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC.

⁵ Pursuant to AB 2501, base density calculations that result in a fractional unit shall be rounded up to the next whole number for projects utilizing LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus).

As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the Project Site. The Project Site is zoned C4-2D-SN, with an underlying land use designation of Regional Center Commercial. Pursuant to LAMC Section 12.22 A.18, any lot in the C4 Zone, provided that such lot is located within an area designated as Regional Center Commercial within the adopted Community Plan, is permitted to develop at the R5 density, or one dwelling unit for every 200 square feet of lot area. In conjunction with the proposed mergers associated with the proposed VTTM for Alternative 8, the lot area of the Project Site is 200,371 square feet, which permits a maximum density of 1,002 dwelling units⁶. Alternative 8 proposes a total of 903 dwelling units, including 770 market-rate units and 133 affordable senior units. Contingent upon the approval of the Density Bonus Compliance Review, in conjunction with request On- and Off-Menu incentives and Waiver of Development Standards, Alternative 8 would be permitted a maximum 7:1 FAR in exchange for setting aside at least 11 percent for Very Low Income households.

As the VTTM for Alternative 8 includes the merger and re-subdivision of the Project Site into three (3) ground lots and 13 airspace lots for a total of 16 lots; the merger of a portion of an alley to add 1,003 square feet to the Project Site; the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 4,873 square feet to the Project Site, and dedication of five-foot wide sidewalk easements over the said sidewalk for a mixed-use development, the VTTMs are consistent with the density permitted by the Zone.

The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to, the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Department of Water and Power, Bureau of Sanitation, Bureau of Street Lighting, Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. Several public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval. Specifically, the Bureau of Engineering reviewed the VTTM for compliance with the Street Design Standards and has recommended dedication and/or improvements to the public right-of-way along Ivar Avenue, Argyle Avenue, Yucca Street, and Vine Street, and the alley adjoining the Project Site, consistent with the standards of the Mobility Element and Hollywood Walk of Fame Specifications. The Bureau of Engineering also specified that, if Planning Department and the Department of Transportation determine that the merger would not be in conflict with the Community Plan and would not impact traffic circulation, then these proposed merger requests can be granted. In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010. The Bureau of Sanitation reviewed the sewer/storm drain lines serving the subject tract, determined that sewers are available and have been inspected and deemed adequate in accommodating Alternative 8's sewerage needs. The Department of Building and Safety – Grading Division reviewed the site grading and deemed it appropriate. The Department of Water and Power (LADWP) determined that all required water mains have been installed and that the VTTM can be supplied with water from the municipal system subject to the LADWP's Water System Rules and upon payment of regular service connection charges. The Bureau of Street Lighting

⁶ Pursuant to AB 2501, base density calculations that result in a fractional unit shall be rounded up to the next whole number for projects utilizing LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus).

determined that street lighting improvements shall include the relocation and upgrade streetlights along Ivar Avenue, Yucca Street, Argyle Avenue, and Vine Street. All Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Therefore, as conditioned and upon approval of the entitlement requests, the design and improvements of the proposed subdivision are consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site spans portions of two City blocks, comprised of 10 parcels totaling 4.46 acres in size prior to the approved mergers, and 4.60 acres in size with the approved mergers, and is generally bounded by Yucca Street to the north, Ivar Avenue to the west, Argyle Avenue to the east, adjacent development and Hollywood Boulevard to the south, and is bifurcated by Vine Street. The portion of the Project Site located between Ivar Avenue and Vine Street is identified as the West Site and the portion located between Vine Street and Argyle Avenue is identified as the East Site.

The West Site is currently developed with an approximately 1,237-square-foot, single-story building that is currently used for storage of sets and props associated with AMDA performing arts school and a surface parking lot with a parking attendant kiosk, and is enclosed by iron fencing and secured by a lockable gate. The East Site is currently developed with the Capitol Records Complex, which includes the 13-story Capitol Records Building and ancillary studio recording uses and the two-story Gogerty Building, all of which total approximately 114,303 square feet of existing floor area, and surface parking lots with controlled gated access.

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 up to 903 residential units, comprised of 770 market-rate and 133 senior affordable units, up to 385,943 square feet of office uses, and up to 26,874 square-feet of retail/restaurant space, within three new mixed-use buildings (West Building, West Senior Building and East Office Building). The new buildings would range in height from 13 to 49 stories and comprise approximately 1,287,150 square feet of new floor area. Parking would be provided within a five-level subterranean parking garage with one level of enclosed at-grade parking on the West Site, and a seven-level subterranean parking garage on the East Site. Overall, the Alternative 8 would contain approximately 1,401,403 square feet (including the Capital Records Complex), for a maximum FAR of 7:1. The VTTM for Alternative 8 is for merger of 16 existing lots and the subsequent re-subdivision of a 4.613-acre site into three (3) ground lots and 13 airspace lots for a total of 16 lots; the merger of a portion of an alley to add 1,0033 square feet to the Project Site; the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 4,873 square feet to the Project Site, dedicating five-foot wide sidewalk easements over said sidewalk merger areas; an associated haul route for the export of 542,300 cubic yards of soil; and the removal of 16 street trees.

The Project Site slopes down from northwest corner of the West Side to the northeast corner of the East Site with a grade change of approximately 21 feet. The Project Site is located within an urbanized area and is not located in a Methane Zone, Very High Fire Hazard Severity Zone, Flood Zone, Landslide, Liquefaction, Methane or Tsunami Inundation Zone

and is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas). The Project Site is not located within a designated hillside area but is located within a BOE Special Grading Area. The Project Site is not identified as having hazardous waste or past remediation, and the Phase I and Phase II Environmental Site Assessment (ESA) Reports completed for the Project Site found that development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Project Site is located within 0.5 miles of the Hollywood Fault, and is within the Alquist-Priolo Zone, but not within a Preliminary Fault Rupture Study Area. As the Project Site lies within a designated Alquist-Priolo Earthquake Fault Zone, issuance of a development permit requires a geologic fault rupture investigation that demonstrates a proposed building site is not threatened by surface displacement from the fault. As indicated in the 2015 and 2019 Fault Studies prepared for the Project Site, there are no active faults beneath the Project Site. The Department of Building and Safety, Grading Division has reviewed the Geology/Soils Report prepared by Feffer Geological Consulting, dated September 23, 2019, and issued a Soils Report Approval Letter, dated October 15, 2019, determining that the report is acceptable, provided that, prior to the issuance of grading/building permits, a design-level geotechnical/soils report shall be submitted to the Grading Division to provide recommendations specific to the proposed development. The Department of Building and Safety, Grading Division has also reviewed the Addendum Reports for Alternative 8, prepared by Feffer Geological Consulting, dated July 6, 2020 for Alternative 8 and issued a Geology Report Review Letter, dated September 9, 2020, confirming that the Alternative does not alter the geologic and geotechnical issues addressed in the previous reports, and references an Inter-Departmental Correspondence by Department of Building and Safety and the Department of City Planning, dated August 7, 2020, which states that , the developer shall be required to excavate another exploratory trench to demonstrate, or rule out, the presence of an active fault in the southerly part of the Project Site. These requirements have been imposed as a Condition of Approval of the VTTM.

In addition, the environmental analysis conducted found that the VTTM and development of Alternative 8 would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and fire safety. Finally, prior to the issuance of any permits, Alternative 8 would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department. Therefore, based on the above and as conditioned, the Project Site will be physically suitable for the proposed type of development.

- (d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning applied to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur. The adopted Hollywood Community Plan designates the Project Site for Regional Center Commercial land uses corresponding to the C4-2D-SN (Commercial Zone, Height District 2D, Hollywood Signage Supplemental Use District [HSSUD]) Zone. The C4 Zone allows for a wide variety of land uses, including retail stores, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds and permits any land use permitted in the R4 Zone, including multiple residential uses.

Height District 2 allows a 6:1 FAR, with no height limit in conjunction with the C4 Zone. However, the Project Site is subject to “D” Limitations, pursuant to Ordinance No. 165,659, which restricts lots with Assessor’s Parcel Numbers (APN) 5546-004-006, 5546-004-020, 5546-004-021, 5546-004-029, 5546-030-028, 5546-030-031 through 5546-030-034 to a 3:1 FAR; and the corner lot on the southeast corner of Yucca Street and Ivar Street, with APN 5546-004-032, to a 2:1 FAR. The “SN” indicates that the Project Site is located in the HSSUD, which establishes signage regulations in addition to and/or which supersede those of the LAMC.

Pursuant to LAMC Section 12.22 A.18, any lot in the C4 Zone, provided that such lot is located within an area designated as Regional Center Commercial within the adopted Community Plan, is permitted to develop at the R5 density, or one dwelling unit for every 200 square feet of lot area. In conjunction with the proposed mergers associated with the VTTM for Alternative 8, the lot area of the Project Site is 200,371 square feet, which permits a base density of 1,002 dwelling units⁷.

Alternative 8 proposes a total of 903 dwelling units, including 770 market-rate units and 133 affordable senior units. Contingent upon the approval of the Density Bonus Compliance Review, where, in conjunction with On- and Off-Menu incentives and Waiver of Development Standards, the Project would be permitted a maximum 7:1 FAR in exchange for setting aside at least 11 percent for Very Low Income households.

The Project Site spans portions of two City blocks, comprised of 10 parcels totaling 4.46 acres in size prior to the approved mergers, and 4.60 acres in size with the approved mergers. The Project Site is generally bounded by Yucca Street to the north, Ivar Avenue to the west, Argyle Avenue to the east, adjacent development and Hollywood Boulevard to the south, and is bifurcated by Vine Street. The Project vicinity is characterized by a commercial, tourist and entertainment-related commercial uses, offices, hotels, and low- to high-density residential developments that vary in building style and period of construction. The sidewalk along Vine Street adjacent to the Project Site contains a portion of the Hollywood Walk of Fame, a City of Los Angeles Historic-Cultural Monument, and street trees. Surrounding properties are within the C4-2D-SN, [T][Q]C4-2D-SN, and (T)(Q)C4-2D-SN Zones. To the north of the Project Site is the US-101 Hollywood Freeway, Hollywood Boulevard, a variety of hotel, retail, and restaurant uses to the south, and a mix of commercial and residential uses to the east and west.

The floor area, density, and massing for Alternative 8 is appropriately scaled and situated given the size of the Project Site and uses in the surrounding area, which is characterized by commercial, tourist and entertainment-related commercial uses, offices, hotels, and low- to high-density residential developments that vary in building style and period of construction. The subject site is a relatively flat, infill lot in a developed urban area with adequate infrastructure. Furthermore, the area is easily accessible via improved streets, highways, and transit systems; and would be supported by adequate infrastructure, including utility demand and public services, to support the development at the proposed density, as is evidenced from the EIR analysis conducted for Alternative 8. The EIR analysis conducted for Alternative 8 also found that the VTTM and development of Alternative 8 establishes that the physical characteristics of the site and the proposed density of

⁷ Pursuant to AB 2501, base density calculations that result in a fractional unit shall be rounded up to the next whole number for projects utilizing LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus).

development are generally consistent with existing development and urban character of the surrounding community. Therefore, the Project Site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within an area designated for high density residential and commercial uses within the Hollywood Community Plan area in the City of Los Angeles. The Tract Map subdivision design includes the creation of three (3) ground lots and 13 airspace lots for a total of 16 lots; the merger of a portion of an alley to add 1,003 square feet to the Project Site; the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 4,873 square feet to the Project Site.

The proposed improvements include a mixed-use development within three buildings. The subdivision design and improvements are consistent with the existing urban development of the area. The Project Site is currently developed with three (3) commercial buildings and associate surface parking lots, and includes 48 trees, which includes 16 street trees. None of the existing trees are protected species. Existing landscaping within the Project Site is limited and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with the Protected Tree Ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. As described, there are no native or protected trees located within the Project Site or on the street sidewalk parkway. Further, the vicinity is characterized by commercial, tourist and entertainment-related commercial uses, offices, hotels, and low- to high-density residential developments that vary in building style and period of construction. The Project Site, as described in the EIR, is urbanized and built-out, and does not contain riparian or other sensitive natural community and does not provide a natural habitat for either fish or wildlife. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site.

Finally, the EIR identifies no potential adverse impacts on fish or wildlife resources. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

Alternative 8 is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. Alternative 8 would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. The Phase I and Phase II Environmental Site Assessment (ESA) Reports completed found that development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident

conditions involving the release of hazardous materials into the environment. Furthermore, the development of Alternative 8 does not propose substantial alteration to the existing topography. Regarding seismic safety, with adherence to State and City building requirements, along with the recommendation from the LADBS Grading Division Soils Report Approval Letter, dated October 15, 2019, which requires that prior to the issuance of grading/building permits, a design-level geotechnical/soils report shall be submitted to the Grading Division to provide recommendations specific to the proposed development. The Department of Building and Safety, Grading Division has also reviewed the Addendum Reports for Alternative 8, prepared by Feffer Geological Consulting, dated July 6, 2020 for Alternative 8 and issued a Geology Report Review Letter, dated September 9, 2020, confirming that the Alternative does not alter the geologic and geotechnical issues addressed in the previous reports, and references an Inter-Departmental Correspondence by Department of Building and Safety and the Department of City Planning, dated August 7, 2020, which states that the developer shall be required to excavate another exploratory trench to demonstrate, or rule out, the presence of an active fault in the southerly part of the Project Site. These requirements have been imposed as a Condition of Approval of the VTTM.

The EIR fully analyzed the impacts of both construction and operation of Alternative 8 on the existing public utility and sewer systems and determined that impacts are less than significant. In addition, the development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The Project Site is surrounded by public streets and private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. It should be noted that the VTTM for Alternative 8 includes dedicating five-foot-wide sidewalk easements over said sidewalk merger areas for public use. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Any public access required for roads and utilities would be acquired by the City prior to recordation of the proposed VTTM. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Project Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 82152.

VINCENT P. BERTONI, AICP
Advisory Agency



William Lamborn
City Planner
Deputy Advisory Agency
WL:LI:MZ:MN

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. Such appeal must be submitted on Master Appeal Form No. CP-7769.

COVID-19 INTERIM APPEAL FILING PROCEDURES: Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, the Department of City Planning is implementing new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction. There are three options for filing appeals, including an online option at <https://planning.lacity.org/development-services/appeal-application-online>, as well as two additional options described in the Interim Appeal Filing Procedures attached to this Letter of Determination.

For reference, the Department's Development Services Centers are located at:

Figueroa Plaza
201 North Figueroa
Street, 4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude
San Fernando Valley
Constituent Service Center
6262 Van Nuys Boulevard,
Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
Development Services Center
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2598

Forms are also available on-line at <https://planning.lacity.org/development-services/forms>

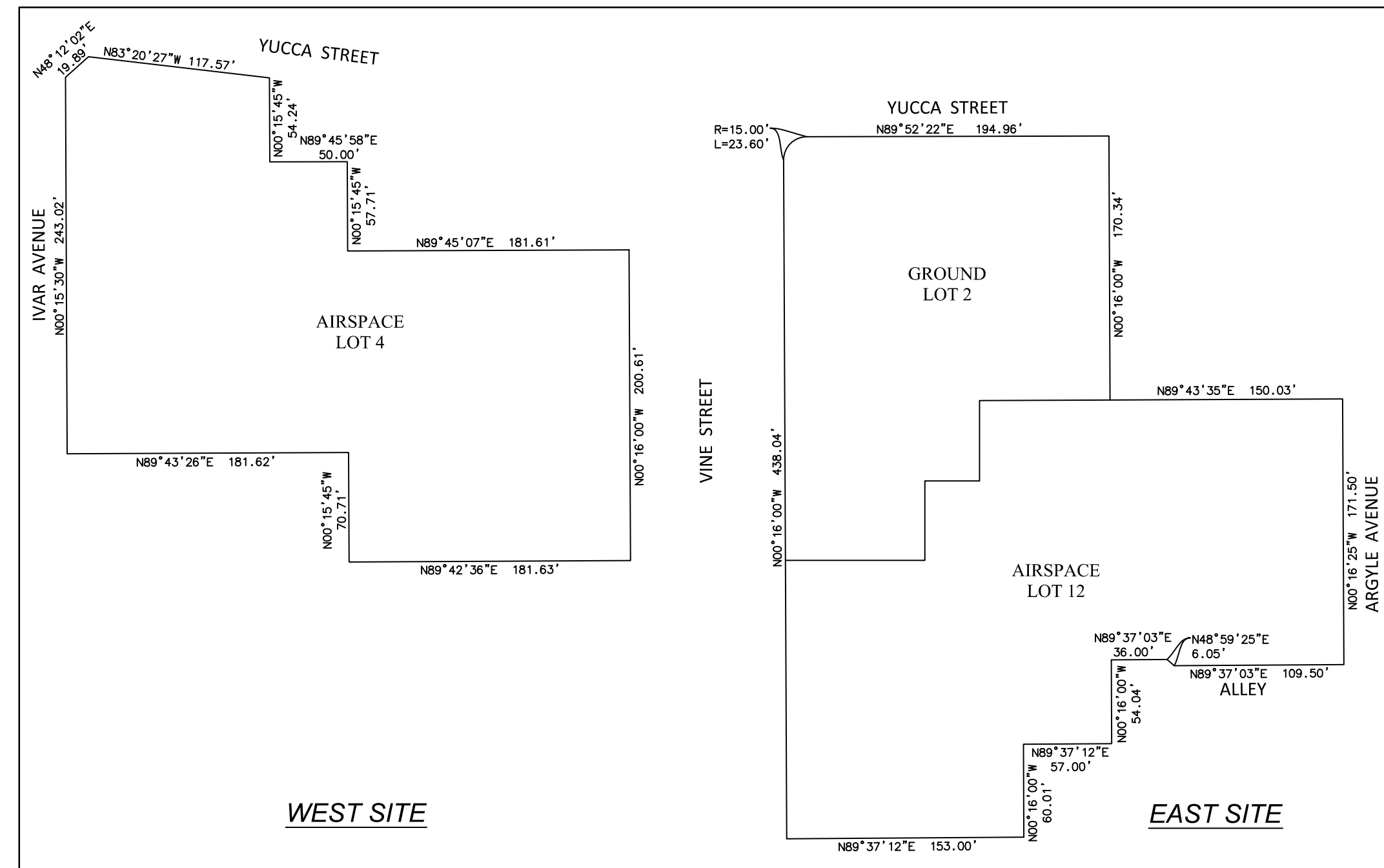
If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2598.

EXHIBIT C-1
VTT-82152-1A
VTTM ALTERNATIVE 8
JULY 27, 2020

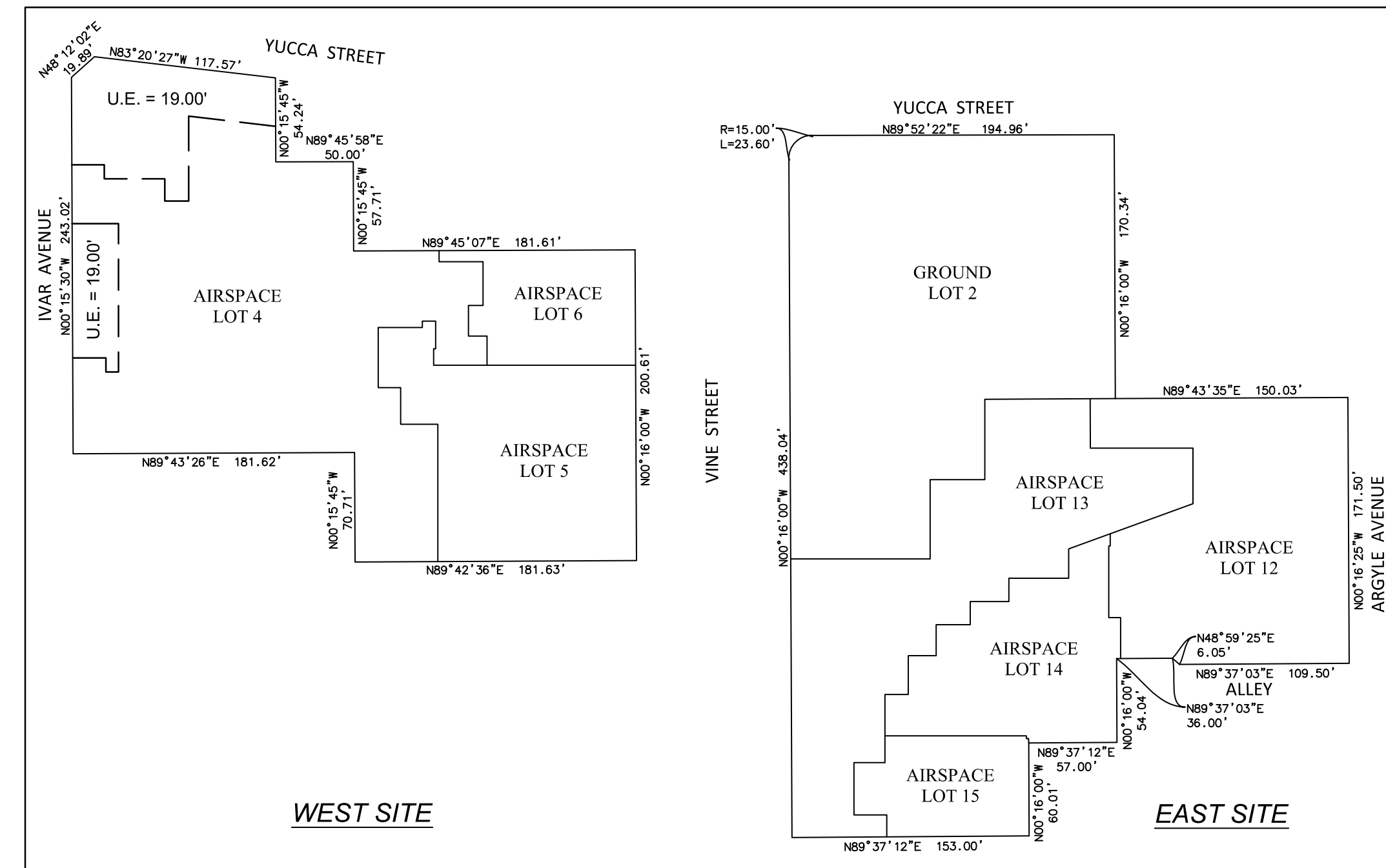
VESTING TENTATIVE TRACT MAP NO. 82152

AIRSPACE LOT CONFIGURATIONS



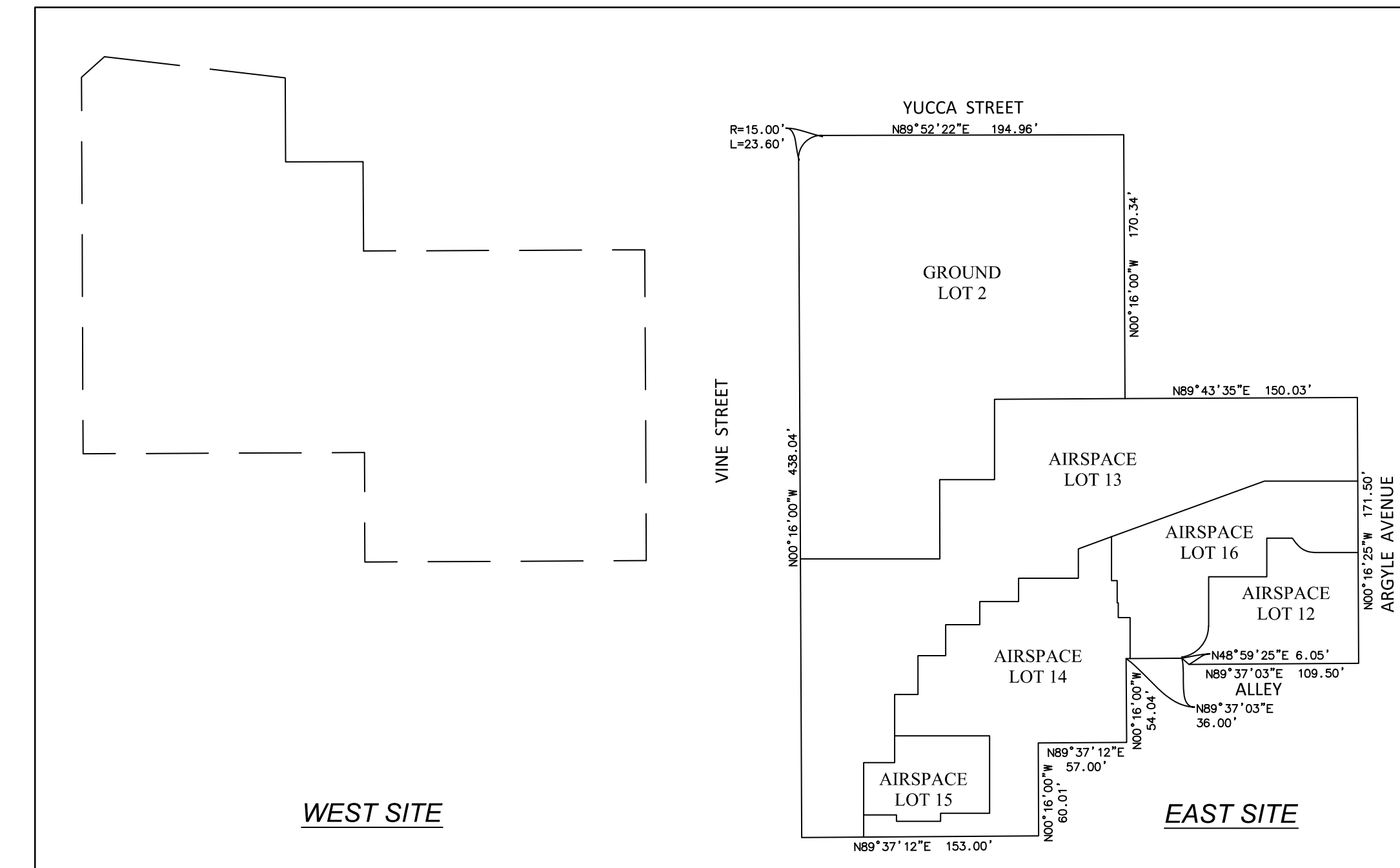
LEVELS B5 - B1
L.E. = -100.00', U.E. = 4.00'

LEVELS B7 - B1
L.E. = -100.00', U.E. = 5.00'

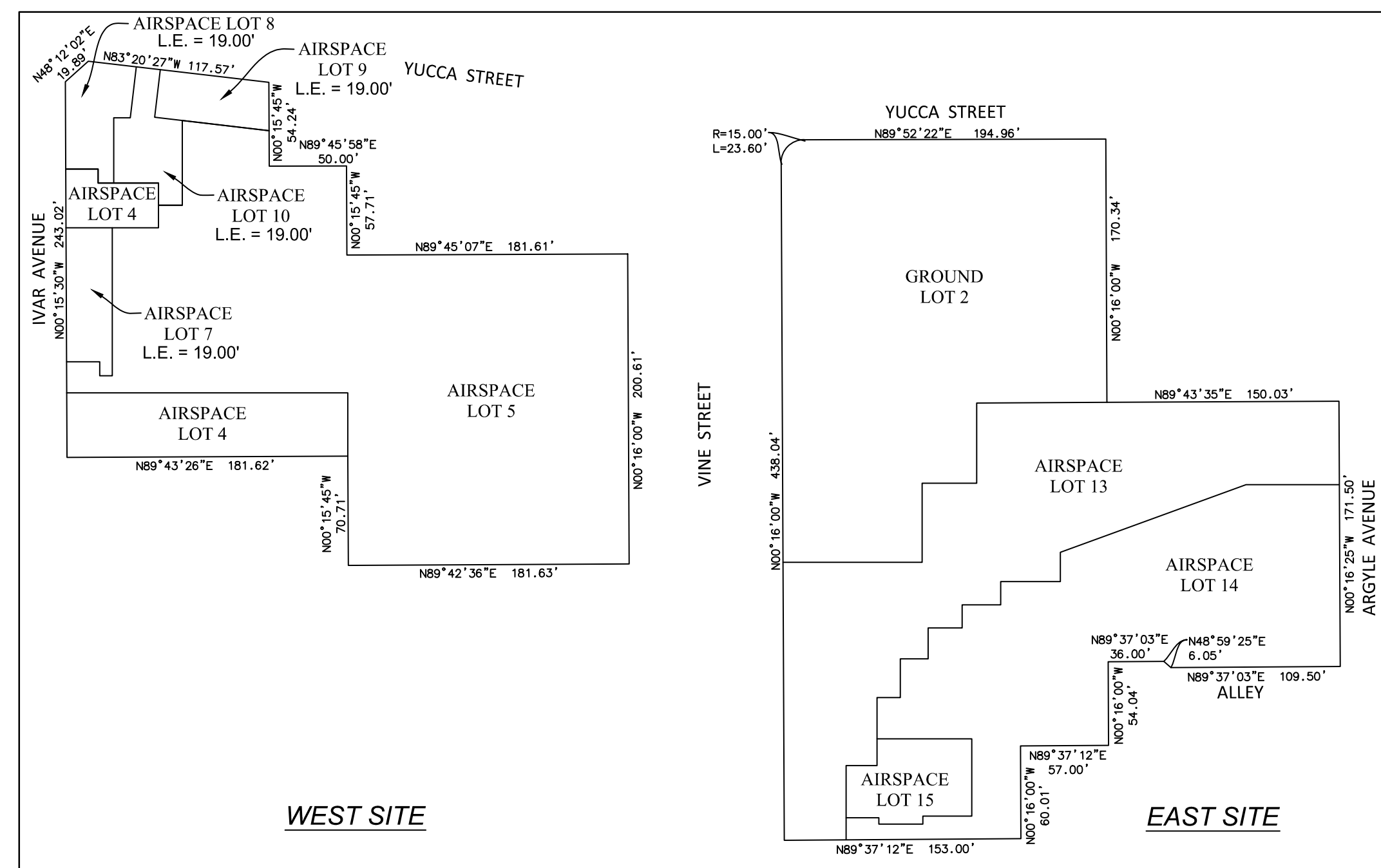


LEVEL 1
L.E. = 4.00', U.E. = 24.00'
UNLESS NOTED OTHERWISE

LEVEL 1
L.E. = 5.00', U.E. = 14.00'

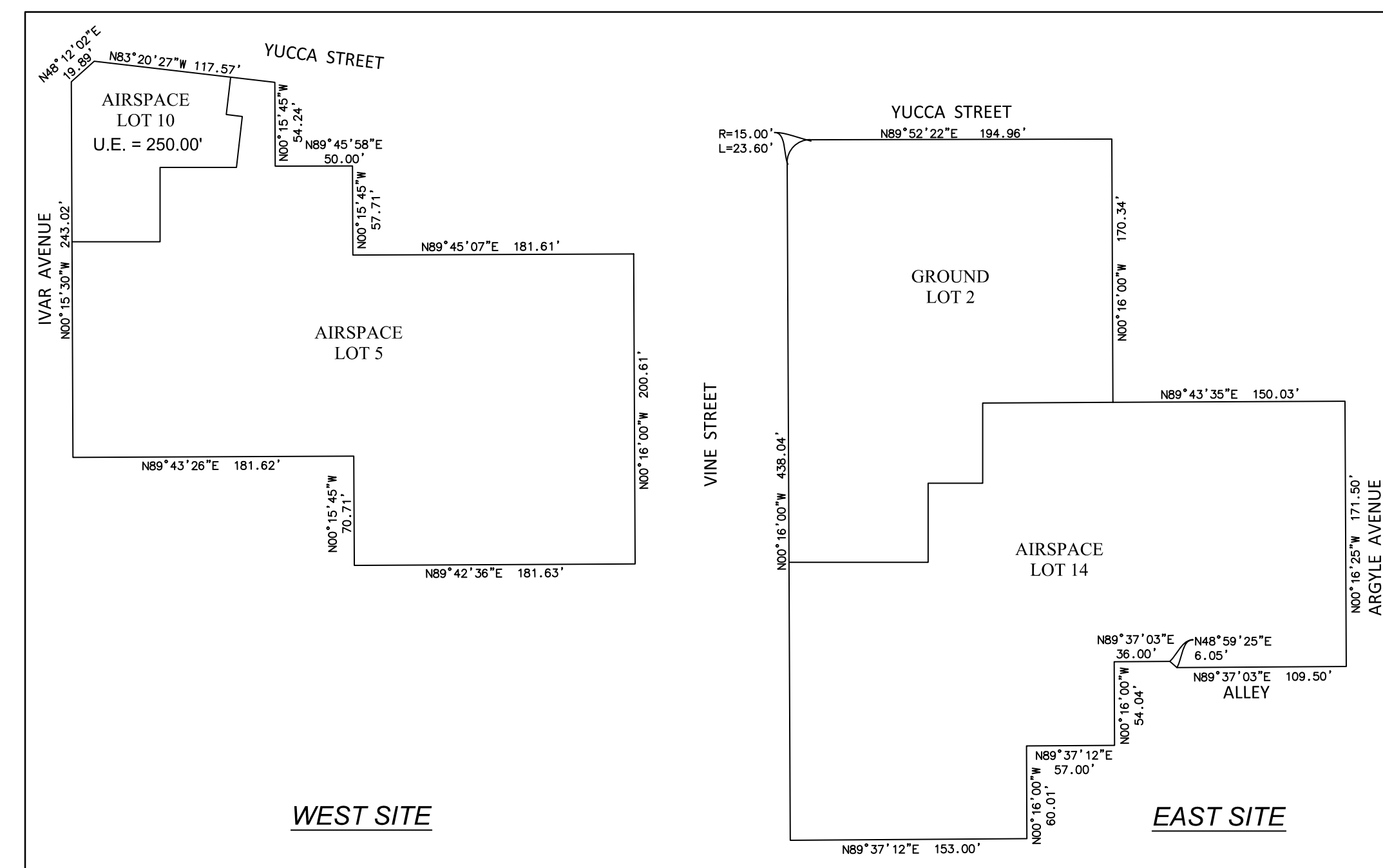


LEVEL 1 (ARGYLE)
L.E. = 14.00', U.E. = 30.00'



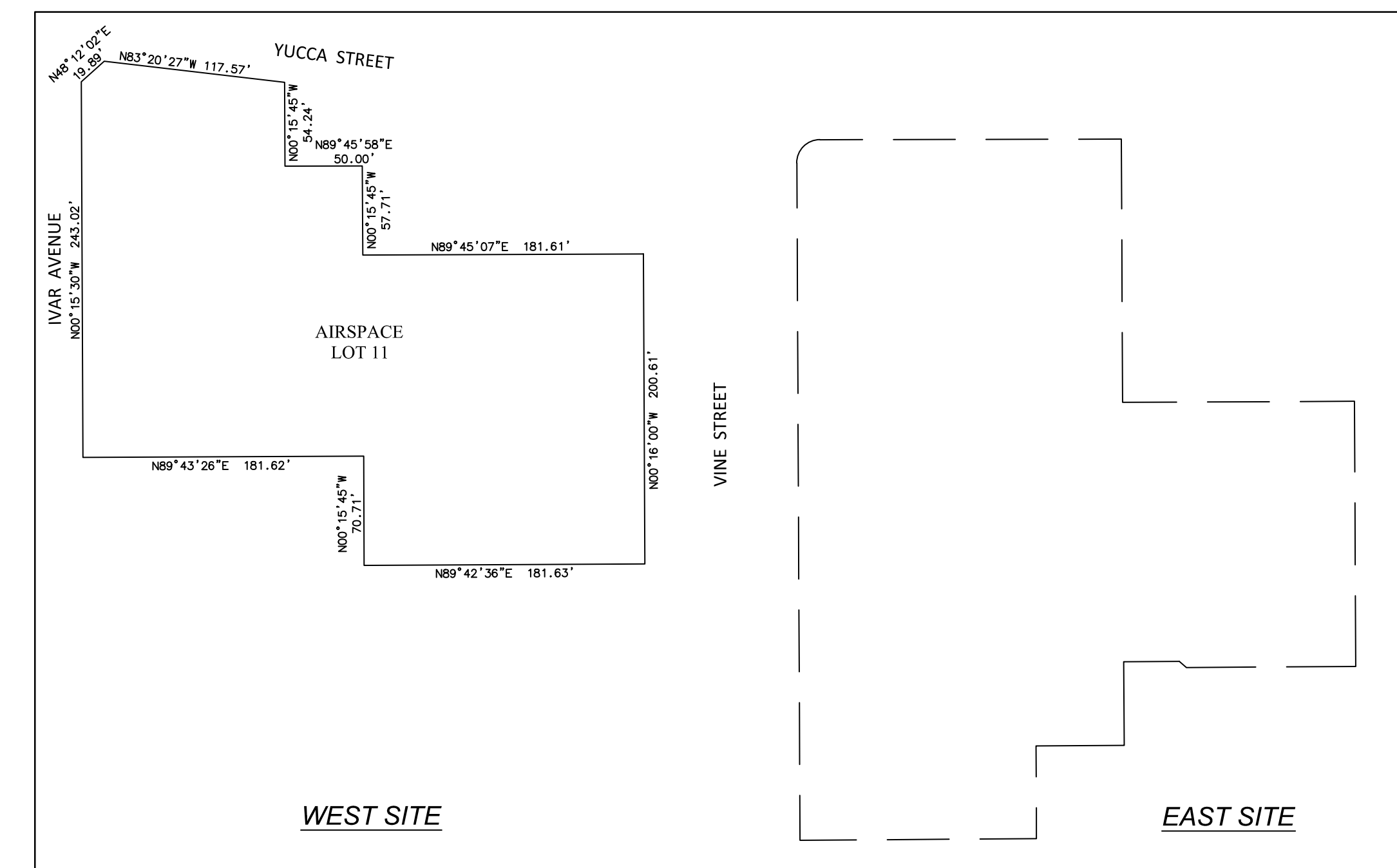
LEVEL 01 (MEZZ)
L.E. = 24.00', U.E. = 45.00'
UNLESS NOTED OTHERWISE

LEVEL 01 (MEZZ)
L.E. = 30.00', U.E. = 47.00'



LEVELS 02 - 47
L.E. = 45.00', U.E. = 528.75'
UNLESS NOTED OTHERWISE

LEVELS 02 - ROOF
L.E. = 47.00', U.E. = 400.00'



LEVELS 48 - ROOF
L.E. = 528.75', U.E. = 650.00'

NOTE:
GROUND LOTS SHOWN FOR LOCATION/REFERENCE ONLY.
NO AIRSPACE LOTS WITHIN GROUND LOT 2.

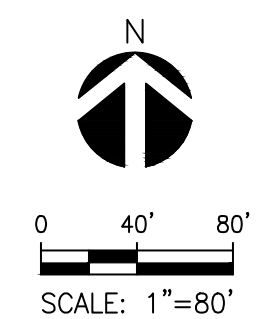
ABBREVIATION LEGEND
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS	
DATE	ISSUED FOR

DATE: 07/23/2020
PROJECT NUMBER: 1700060
DRAWN BY: DB
CHECKED BY: CJ
SCALE: AS SPECIFIED

PROJECT ADDRESS:
HOLLYWOOD CENTER
(ALT 08)

SHEET NUMBER

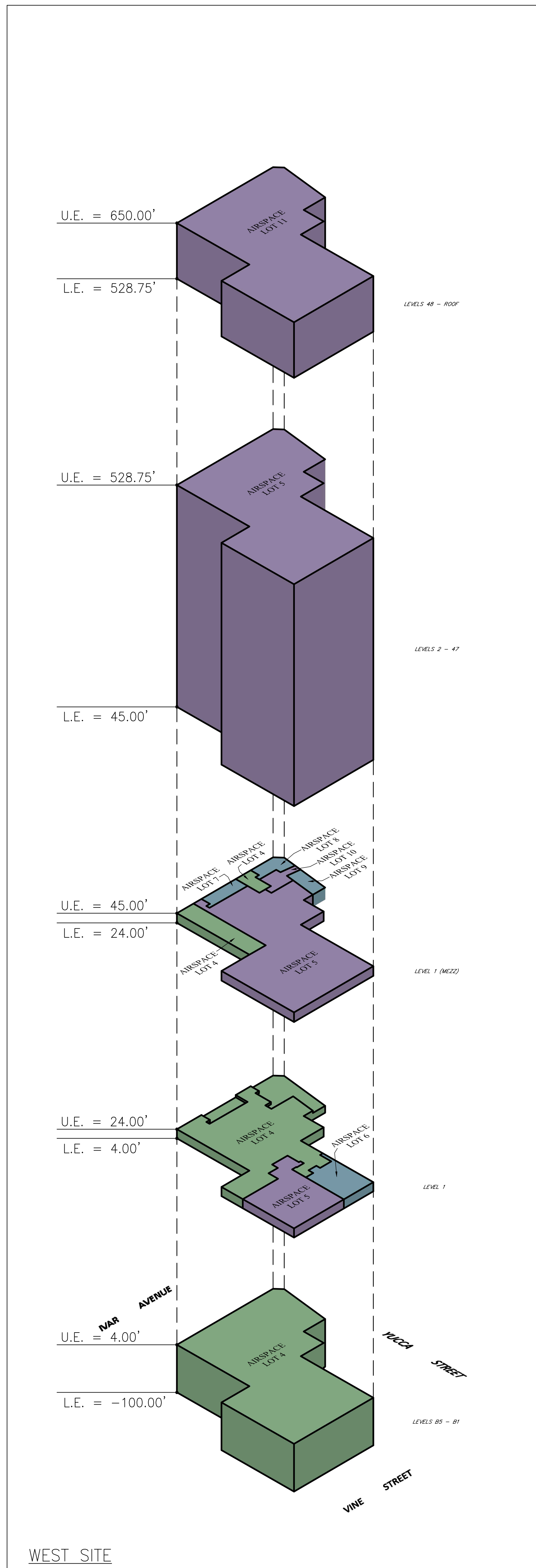


VESTING TENTATIVE TRACT MAP NO. 82152

AIRSPACE LOT ISOMETRIC



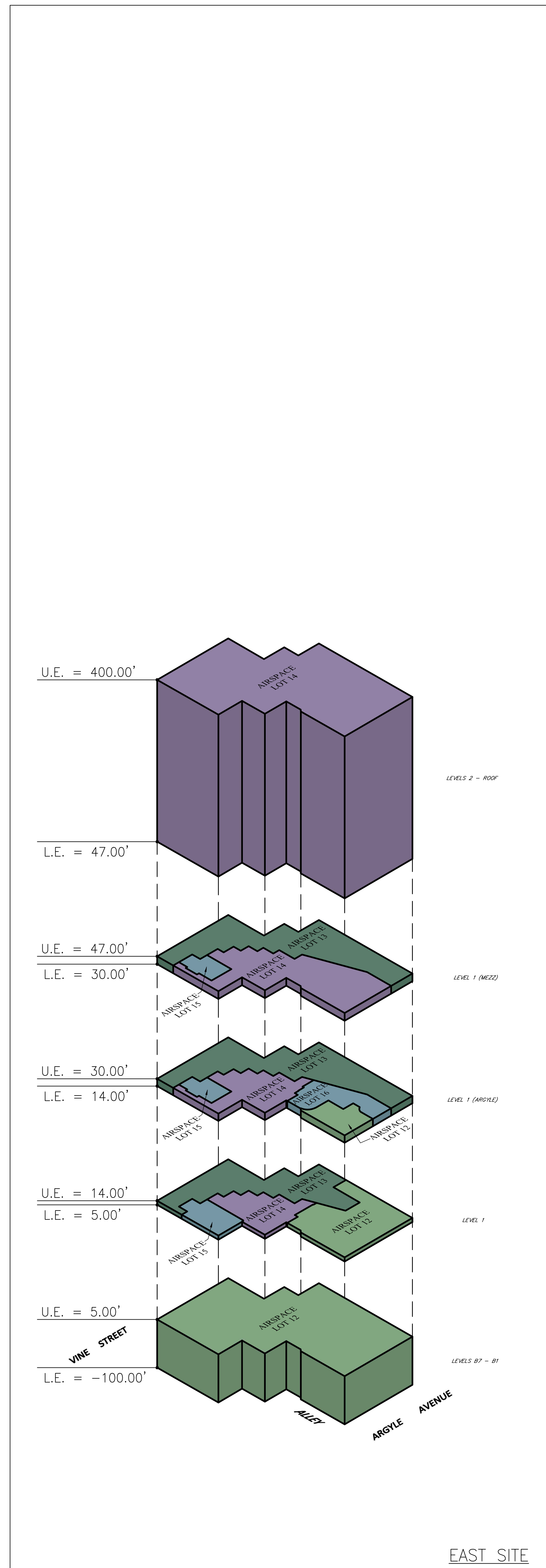
700 South Flower Street
Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com



WEST SITE



FLOOR VIEWS



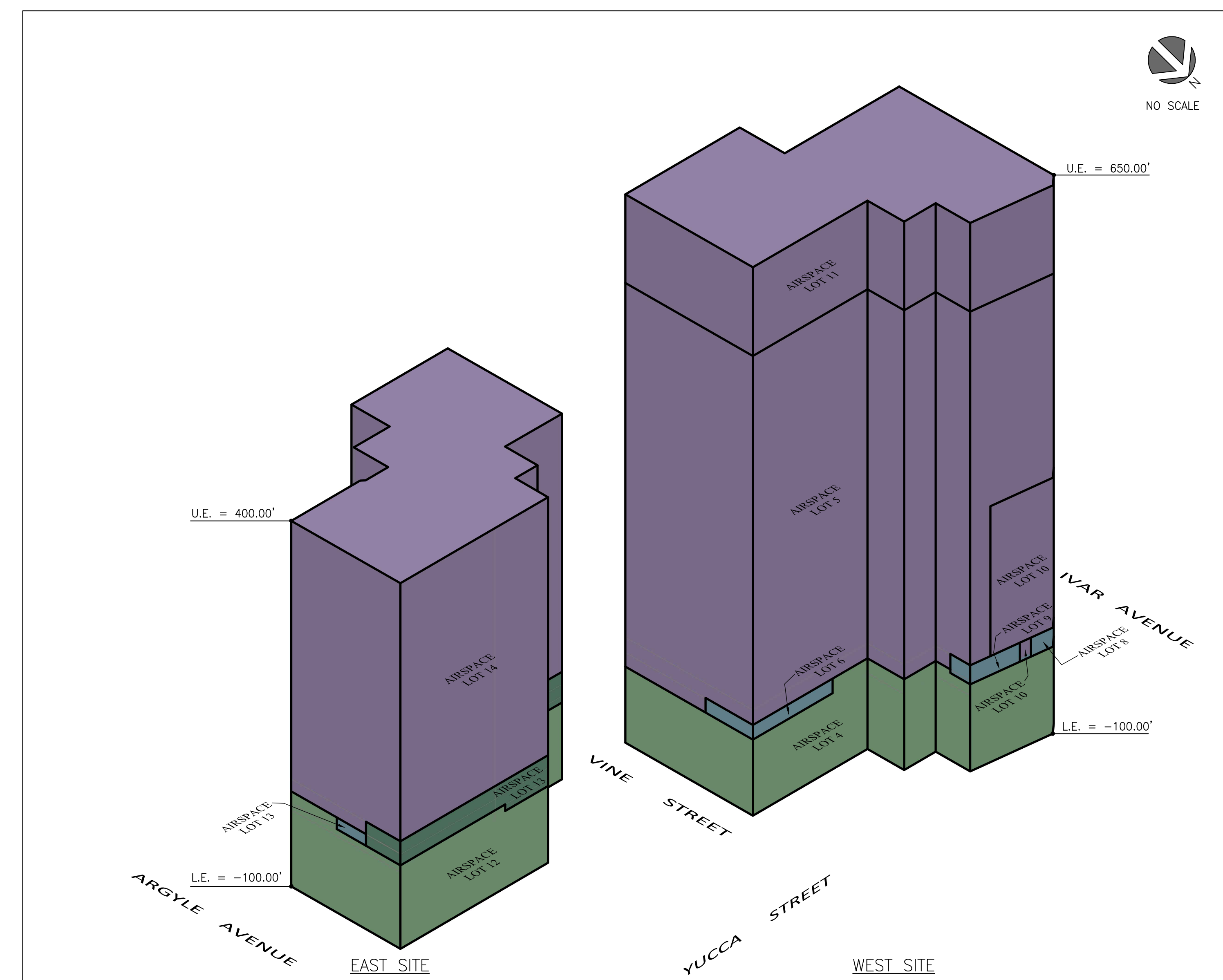
EAST SITE



WEST SITE

EAST SITE

OVERALL VIEW
LOOKING NORTH



EAST SITE

WEST SITE

OVERALL VIEW
LOOKING SOUTHWEST

ABBREVIATION LEGEND
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS	
DATE	ISSUED FOR

DATE	07/23/2020
PROJECT NUMBER	1700060
DRAWN BY	DB
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT ADDRESS
HOLLYWOOD CENTER
(ALT 08)

SHEET NUMBER

EXHIBIT C-2
VTT-82152-1A
VTTM ORIGINAL PROJECT
JULY 10, 2020

LEGAL DESCRIPTION

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER NO. 00000084196-894-172-08 DATED JANUARY 29, 2018)
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A: (PORTION OF 5546-030-028)
 THAT PORTION OF LOT 11 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF A LINE WHICH IS PARALLEL, WITH AND DISTANT 260.00 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE CENTER LINE OF VINE STREET, 100 FEET WIDE AS SHOWN ON THE MAP OF SAID TRACT.
 EXCEPT THAT PORTION OF SAID LAND LYING SOUTHERLY OF A LINE WHICH IS PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT 1 AND DISTANT 119.96 FEET NORTHERLY THEREFROM, MEASURED AT RIGHT ANGLES.

PARCEL B: (REMANDER OF 5546-030-028)
 THE SOUTH 58 FEET OF LOT 12 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL C: (5546-030-031)
 THE EAST 50 FEET OF THE NORTH 2 FEET OF LOT 12 OF CENTRAL HOLLYWOOD TRACT NO. 2, AND THE EAST 50 FEET OF LOT 13 OF SAID CENTRAL HOLLYWOOD TRACT NO. 2, WITH THE EXCEPTION OF THAT PORTION DEED TO THE CITY FOR STREET PURPOSES OF LOS ANGELES, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL D: (5546-030-032)
 THE WEST 100 FEET OF LOTS 12 AND 13 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
 EXCEPT THE SOUTH 58 FEET OF SAID LOT 12.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF YUCCA STREET AS DESCRIBED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 202550, NOTICE OF PENDENCY OF SAID ACTION WAS RECORDED ON AUGUST 08, 1926 AS INSTRUMENT NO. 1775, IN BOOK 6018, PAGE 270 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

SAID PROPERTY IS ALSO KNOWN AS AND IS DESCRIBED AS A WHOLE AS FOLLOWS:
 BEGINNING AT THE MOST WESTERLY CORNER OF LOT 1, TRACT NO. 18237, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA, SAID POINT BEING ON THE EASTERLY RIGHT OF WAY OF VINE STREET 100 FEET WIDE, THENCE NORTH 02°52'27" WEST 119.96 FEET TO THE TRUE POINT OF BEGINNING, THENCE CONTINUING NORTH 07°15'52" WEST 297.05 FEET; THENCE NORTH 89°52'48" EAST 150.02 FEET; THENCE SOUTH 00°15'52" EAST 24.00 FEET TO THE SOUTHERLY RIGHT OF WAY OF YUCCA STREET 94 FEET WIDE; THENCE NORTH 89°52'48" EAST 59.95 FEET; THENCE SOUTH 00°15'52" EAST 272.10 FEET; THENCE SOUTH 89°52'48" WEST 27.50 FEET TO A POINT WHICH IS 232.67 FEET PARALLEL WITH AND EASTERLY OF THE CENTERLINE OF VINE STREET 100 FEET WIDE; THENCE SOUTH 89°37'21" WEST 182.67 FEET TO THE POINT OF BEGINNING.

PARCEL E:
 A NON-EXCLUSIVE EASEMENT FOR PARKING SPACES AS SET FORTH IN THAT CERTAIN UNRECORDED PARKING EASEMENT AGREEMENT DATED AS OF MARCH 27, 2001, SUBJECT TO THE TERMS THEREIN PROVIDED, AS DISCLOSED BY THAT CERTAIN INSTRUMENT ENTITLED "MEMORANDUM OF PARKING EASEMENT AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528745, OFFICIAL RECORDS, AND SUBJECT TO THE TERMS AND PROVISIONS OF THAT CERTAIN "SUBORDINATION, NON-DISTURBANCE AND ATTORNEY AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528748 OF OFFICIAL RECORDS, SAID PARKING SPACES ARE LOCATED ON THE PROPERTY DESCRIBED IN EXHIBIT "B" ATTACHED TO SAID MEMORANDUM OF PARKING EASEMENT AGREEMENT.

PARCEL F: (5546-004-029; 5546-004-021)
 LOTS 20, 21 AND THOSE PORTIONS OF LOTS 19 AND 22 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID LOT 19, DISTANT NORTHERLY THEREON, 400.23 FEET FROM THE NORTH LINE OF HOLLYWOOD BOULEVARD, 100.00 FEET WIDE; SAID POINT BEING ON THE EAST LINE OF SAID LOT 19, 100 FEET FROM THE WEST LINE OF SAID LOT 19, INCLUSIVE IN SAID BLOCK 21; THENCE WESTERLY IN A DIRECT LINE, A DISTANCE OF 181.50 FEET TO A POINT IN THE WEST LINE OF SAID LOT 19, DISTANT NORTHERLY THEREON 400.39 FEET, MEASURED ALONG THE WESTERLY LINE OF SAID LOT 13 TO 19 INCLUSIVE OF SAID BLOCK FROM THE NORTHERLY LINE OF SAID BLOCK TO THE NORTHERLY LINE OF SAID BLOCK; THENCE WESTERLY ALONG THE WESTERLY LINES OF SAID LOTS 19, 20, 21 AND 22; THENCE THE NORTHERLY LINE OF THE SOUTHERLY 17.00 FEET OF SAID LOT 22; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 22; THENCE SOUTHERLY ALONG THE EASTERLY LINES OF SAID LOTS 22, 21, 20 AND 19 TO THE POINT OF BEGINNING.

PARCEL G: (5546-004-006)
 LOTS 3, 4 AND THOSE PORTIONS OF LOTS 2 AND 5 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTH 16.80 FEET OF SAID LOT 5 WITH THE EASTERLY LINE THEREOF; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE WESTERLY LINE OF SAID LOT 5; THENCE NORTHERLY ALONG THE WESTERLY LINES OF SAID LOTS 5, 4, 3 AND 2 TO SAID BLOCK TO THE NORTHERLY LINE OF SAID LOT 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 2; THENCE SOUTHERLY ALONG THE EASTERLY LINES OF SAID LOTS 2, 3, 4 AND 5 TO THE POINT OF BEGINNING.

PARCEL H: (5546-004-029; 5546-004-032)
 THOSE PORTIONS OF LOTS 1 AND 2 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 2, WHICH IS A POINT IN THE EAST LINE OF IVAR AVENUE (70 FEET WIDE); THENCE ALONG THE WEST LINE OF SAID LOT 1 NORTH 09°05'30" EAST 5.31 FEET, MORE OR LESS, TO THE SOUTHERLY LINE OF YUCCA STREET, AS DESCRIBED IN PARCEL 177 OF OFFICIAL RECORDS, SAID POINT BEING ON THE EAST LINE OF SAID LOT 2, 100 FEET FROM THE WEST LINE OF SAID LOT 2, INCLUSIVE IN SAID BLOCK 21; THENCE EASTERLY ALONG SAID WEST LINE OF SAID LOT 2, 100 FEET TO THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID WEST LINE OF SAID LOT 2, 100 FEET TO THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID WEST LINE OF SAID LOT 2, 100 FEET TO THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID WEST LINE OF SAID LOT 2, 100 FEET TO THE POINT OF BEGINNING.

PARCEL I: (APN: 5546-030-033)
 THAT PORTION OF LOT 1 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT TO A LINE WHICH IS PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT 1 AND DISTANT 119.96 FEET NORTHERLY THEREFROM MEASURED AT RIGHT ANGLES, TO SAID SOUTHERLY LINE; THENCE EASTERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A LINE WHICH IS PARALLEL WITH AND DISTANT 260.00 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF VINE STREET, 100 FEET WIDE AS SHOWN ON THE MAP OF SAID TRACT; THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A POINT IN THE NORTHERLY LINE OF SAID LOT 1; THENCE NORTH 89° 52' 27" EAST ALONG SAID LAST MENTIONED NORTHERLY LINE TO THE EASTERLY TERMINUS OF THAT CERTAIN COURSE IN THE NORTHERLY LINE OF SAID LOT SHOWN ON THE MAP OF SAID TRACT AS HAVING A BEARING AND LENGTH OF SOUTH 89° 52' 27" WEST 195.04 FEET; THENCE SOUTHERLY ALONG A TANGENT CURVE IN THE BOUNDARY LINE OF SAID LOT CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 14.49 FEET AND AN ARC LENGTH OF 23.51 FEET TO THE END THEREOF; THENCE SOUTH OF 16° 00' EAST ALONG THE EASTERLY LINE OF SAID LOT, TO A POINT 171.50 FEET, NORTHERLY MEASURED ALONG SAID EASTERLY LINE FROM THE SOUTHEASTERLY CORNER OF SAID LOT, SAID POINT BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH OF 16° 00' EAST ALONG SAID EASTERLY LINE 171.50 FEET TO THE SOUTHEASTERLY CORNER OF SAID LOT; THENCE SOUTH 89° 37' 45" WEST 109.50 FEET ALONG THE SOUTHERLY LINE OF SAID LOT TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID SOUTHERLY LINE NORTH 48° 45' 41" WEST 30.21 FEET TO AN ANGLE POINT THEREIN; THENCE SOUTH 89° 37' 45" WEST ALONG THE SOUTHERLY LINE OF SAID LOT AND ITS WESTERLY PROLONGATION SHOWN ON SAID MAP AS HAVING A BEARING OF SOUTH 89° 37' 45" WEST AND A LENGTH OF 39.82 FEET TO A POINT ON SAID PROLONGATION; THENCE SOUTHERLY ALONG SAID PROLONGATION TO A POINT ON THE CENTER LINE OF VINE STREET ABOVE DESCRIBED; THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A POINT ON THE LINE ABOVE DESCRIBED AS BEING PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT; THENCE EASTERLY ALONG SAID LINE TO THE LINE ABOVE DESCRIBED AS BEING PARALLEL WITH AND DISTANT 260.00 FEET EASTERLY OF THE CENTER LINE OF VINE STREET; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO THE INTERSECTION WITH A LINE PERPENDICULAR TO THE LINE ABOVE DESCRIBED AS THE EASTERLY LINE OF SAID LOT AT THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 44' EAST ALONG SAID PERPENDICULAR LINE TO THE TRUE POINT OF BEGINNING.

SAID LAND IS ALSO KNOWN AS:
 BEGINNING AT THE MOST WESTERLY CORNER OF LOT 1, TRACT NO. 18237, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON THE EASTERLY RIGHT OF WAY OF VINE STREET 100 FEET WIDE; THENCE NORTH 02°52'27" WEST 119.96 FEET; THENCE NORTH 89°52'48" EAST 150.02 FEET; THENCE SOUTH 00°15'52" EAST 24.00 FEET TO THE SOUTHERLY RIGHT OF WAY OF ARROYO AVENUE 70 FEET WIDE; THENCE SOUTH 89°52'48" EAST 59.95 FEET; THENCE SOUTH 00°15'52" EAST 272.10 FEET TO THE NORTHERLY RIGHT OF WAY OF A PUBLICLY DEDICATED ALLEY WAY BEING 20' WIDE THENCE ALONG SAID RIGHT OF WAY; S89 DEGREES 37'21" W 109.50' THENCE; N48 DEGREES 56'05" W 30.22' THENCE; S89 DEGREES 37'21" W 45.18' TO A POINT WHICH BEARS S00 DEGREES 15'52"E FROM THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE N00 DEGREES 15'52"E 49.99' RETURNING TO THE POINT OF BEGINNING.

PARCEL 2:
 A NON-EXCLUSIVE EASEMENT FOR PARKING SPACES AS SET FORTH IN THAT CERTAIN UNRECORDED PARKING EASEMENT AGREEMENT DATED AS OF MARCH 27, 2001, SUBJECT TO THE TERMS THEREIN PROVIDED, AS DISCLOSED BY THAT CERTAIN INSTRUMENT ENTITLED "MEMORANDUM OF PARKING EASEMENT AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528745, OFFICIAL RECORDS, AND SUBJECT TO THE TERMS AND PROVISIONS OF THAT CERTAIN "SUBORDINATION, NON-DISTURBANCE AND ATTORNEY AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528748 OF OFFICIAL RECORDS, SAID PARKING SPACES ARE LOCATED ON THE PROPERTY DESCRIBED IN EXHIBIT "B" ATTACHED TO SAID MEMORANDUM OF PARKING EASEMENT AGREEMENT.

PARCEL J: (APN 5546-030-034)
 THOSE PORTIONS OF LOT 1 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND LOT 6 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 OF THE CENTRAL HOLLYWOOD TRACT NO. 2, PER MAP RECORDED IN BOOK 6 PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 6, NORTH 89° 37' 45" EAST 153.00 FEET, MORE OR LESS, TO THE WESTERLY LINE OF THE EASTERLY 87.00 FEET OF SAID LOT 6; THENCE NORTH OF 15° 52' WEST 60.00 FEET TO THE SOUTHERLY LINE OF LOT 1 OF TRACT NO. 18237, PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE BOUNDARY OF SAID LOT 1, NORTH 89° 37' 45" EAST 57.00 FEET, NORTH OF 16° 00' WEST 30.00 FEET, SOUTH 89° 37' 45" WEST 22.03 FEET, AND NORTH OF 22° 10' WEST 40.00 FEET; THENCE SOUTH 89° 37' 45" WEST 5.22 FEET, MORE OR LESS, ALONG THE WESTERLY PROLONGATION OF A COURSE IN THE SOUTHERLY BOUNDARY OF SAID LOT 1 TO A LINE WHICH IS PARALLEL WITH AND DISTANT 232.67 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF VINE STREET (100 FEET WIDE); THENCE NORTH OF 15° 52' WEST 49.97 FEET TO A POINT ON SAID PARALLEL LINE TO A LINE WHICH IS PARALLEL WITH AND 119.96 FEET NORTHERLY MEASURED AT RIGHT ANGLES, FROM THE MOST SOUTHERLY BOUNDARY LINE OF SAID LOT 1; THENCE SOUTH 89° 37' 45" WEST 182.67 FEET TO THE EAST LINE OF VINE STREET; THENCE SOUTH OF 15° 52' EAST 179.96 FEET TO THE POINT OF BEGINNING.

SAID LAND IS SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528740

BASIS OF BEARINGS

THE BEARING N00°16'00"W ALONG THE CENTERLINE OF VINE STREET AS SHOWN AS N00°16'00"W ON TRACT 060544 IN BOOK 1325, PAGES 54 AND 55 OF MAPS IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.

BENCHMARK

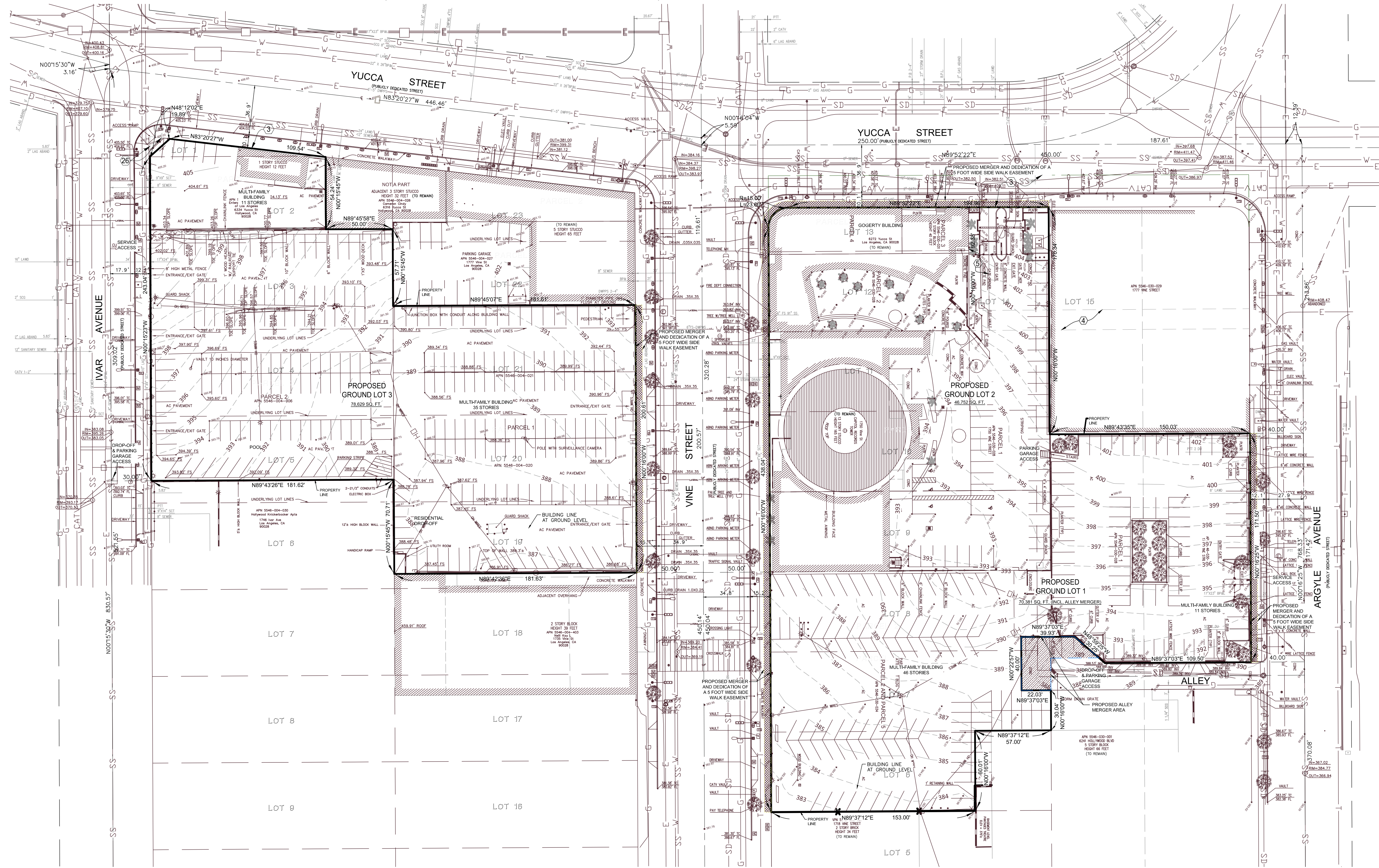
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE FOLLOWING BENCHMARK:
 #12-20689 = LA CITY PBM #12-20698 1986, 1 FT N/O N CURB YUCCA ST 3 FT E/O BCR E/O VINE ST W/S CS

ELEV. = 400.846 FT; NVD0 1929, RECORDED 1985

SITE AREA

TOTAL EXISTING PROPERTY AREA: 194,495 SQ.FT OR 4.465 ACRES, MORE OR LESS
 TOTAL PROPOSED SIDEWALK EASEMENT AREA: 5,163 SQ. FT. OR 0.119 ACRES, MORE OR LESS
 TOTAL PROPOSED ALLEY MERGER AREA: 1,313 SQ. FT. OR 0.030 ACRES, MORE OR LESS
 GROSS AREA TO STREET CENTERLINES: 290,044 SQ. FT. OR 6.659 ACRES, MORE OR LESS

VESTING TENTATIVE TRACT MAP NO. 82152
 FOR MERGER, SUBDIVISION AND CONDOMINIUM PURPOSES
 1,005 RESIDENTIAL UNITS AND 30,177 SQUARE FEET OF COMMERCIAL SPACE



EXCEPTIONS

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER NO. 00000084196-894-172-08 DATED JANUARY 29, 2018)

THE FOLLOWING MATTERS AFFECT PARCELS A, B, C, D & E:

- ③ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 PURPOSE: PUBLIC STREET AND HIGHWAY
 RECORDING DATE: OCTOBER 18, 1929
 RECORDING NO.: 1775
 AFFECTS: A PORTION OF SAID LAND.
- ④ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 PURPOSE: PUBLIC UTILITIES
 RECORDING DATE: MAY 16, 1955
 RECORDING NO.: 2621
 AFFECTS: A PORTION OF SAID LAND.

- ⑤ EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
 PURPOSE: PUBLIC UTILITIES
 RECORDING DATE: JUNE 21, 1957
 RECORDING NO.: 3761
 AFFECTS: A PORTION OF SAID LAND.
- 8. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.
 RECORDING DATE: DECEMBER 18, 2000
 RECORDING NO.: 00-1966012
 REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS AFFECTING PARCELS A, B, C, D & E NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

THE FOLLOWING MATTERS AFFECT PARCELS F & G:

- 22. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.
 RECORDING DATE: FEBRUARY 23, 2001
 RECORDING NO.: 01-0307395
 REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS AFFECTING PARCELS F & G NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

THE FOLLOWING MATTERS AFFECT PARCEL H:

- ②6 AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
 PURPOSE(S): FUTURE STREET
 RECORDING DATE: JULY 14, 1987
 RECORDING NO.: 87-1112284

AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.
 LIMITATIONS ON THE USE, BY THE OWNERS OF SAID LAND, OF THE EASEMENT AREA AS SET FORTH IN THE EASEMENT DOCUMENT SHOWN HEREIN ABOVE.
 REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
 SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED APRIL 12, 1989 AS INSTRUMENT NO. 89-567553 OF OFFICIAL RECORDS.

MATTERS AFFECTING PARCEL, H NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

MATTERS AFFECTING PARCELS I & J NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

PROJECT NOTES

SITE ADDRESS: 6236-6334 WEST YUCCA STREET; 1745-1773 NORTH VINE STREET; 1733-1741 ARROYO AVENUE, LOS ANGELES, CA 90028

APN: 5546-004-006, 020, 021, 029 & 032; 5546-030-028, 031, 032, 033 & 034
 DISTRICT MAP: 150A187

THOMAS BROS. GUIDE: 593-F-4

THE SUBJECT SITE IS IN FEMA FLOOD HAZARD ZONE "X", NOT SUBJECT TO INUNDATION OR STORM WATER OVERFLOWS, PER PARCEL NO. 06037C1605F WITH EFFECTIVE DATE OF 09-26-2008.

ELEVATIONS SHOWN HEREON ARE FROM FIELD SURVEY PERFORMED NOVEMBER, 2016 AND FEBRUARY, 2018.

PROJECT CONSISTS OF 3 GROUND LOTS AND 35 AIRSPACE LOTS.

THE SITE DOES NOT CONTAIN ANY PROTECTED TREES. REFER TO TREE REPORT BY CARLBERG ASSOCIATES DATED MARCH 28, 2018 FOR FULL INVENTORY.

STREET DESIGNATIONS:
 YUCCA STREET (WEST OF VINE) - AVENUE II
 YUCCA STREET (EAST OF VINE) - LOCAL STREET - STANDARD
 VINE STREET - AVENUE II
 IVAR AVENUE - LOCAL STREET - STANDARD
 ARROYO AVENUE - LOCAL STREET - STANDARD

COMMUNITY PLAN: HOLLYWOOD
 GENERAL PLAN DESIGNATION:
 EXISTING: REGIONAL CENTER COMMERCIAL
 PROPOSED: REGIONAL CENTER COMMERCIAL

SPECIFIC PLAN AREA: NONE

EXISTING UTILITIES: UNDERGROUND UTILITIES SHOWN HEREON WERE OBTAINED FROM CITY SUBSTRUCTURE MAPS OBTAINED ON THE NAVIGATE LA WEBSITE. CERTAIN UTILITIES SUCH AS TRAFFIC SIGNAL LINES AND ABANDONED LINES MAY NOT BE SHOWN HEREON.

PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF LOS ANGELES INFRASTRUCTURE SYSTEMS.

LOT CONFIGURATIONS AND SIZES ARE APPROXIMATE IN NATURE AND WILL BE FINALIZED DURING THE FINAL MAP PHASE BASED ON TENTATIVE MAP CONDITIONS AND FINAL BUILDING DESIGN.

WE RESERVE THE RIGHT TO CONSOLIDATE LOTS.

WE RESERVE THE RIGHT TO PHASE FINAL MAPS.

FINAL ELEVATION AND HORIZONTAL LIMITS FOR AIRSPACE LOTS TO BE DETERMINED BY APPROVED ARCHITECTURAL PLANS.

THE LAND USE DESIGNATIONS FOR EACH AIRSPACE LOT (IF ANY) MAY BE MODIFIED AS LONG AS THE MAXIMUM DEVELOPMENT ALLOWED UNDER THE ENTITLEMENT APPROVALS IS NOT EXCEEDED.

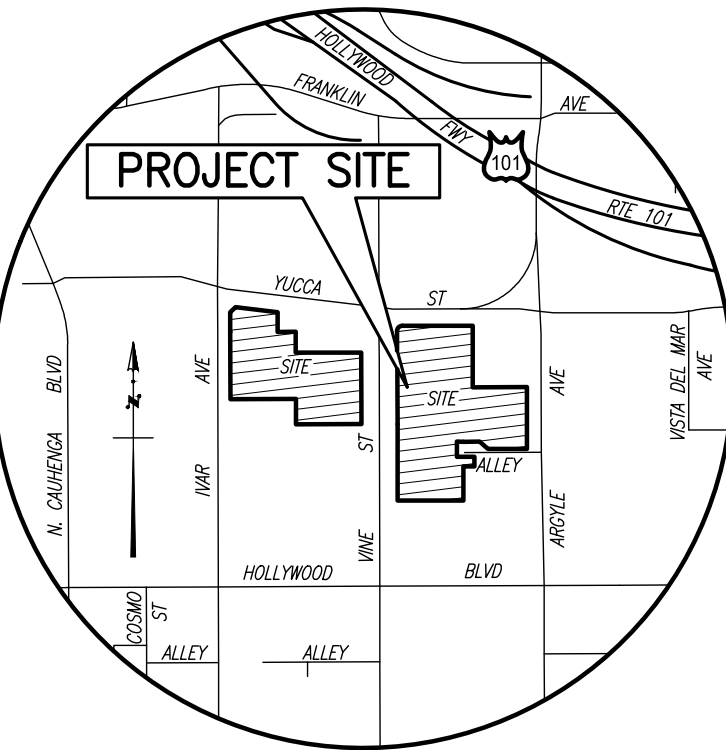
PURSUANT TO THE AUTHORITY OF SECTION 66427(a) OF THE SUBDIVISION MAP ACT, THE PROPERTY MAY BE FURTHER SUBDIVIDED BY MULTIPLE CONDOMINIUM PLANS TO ACCOMMODATE PHASED SALES.

WE REQUEST THE MERGER OF THE DENOTED 5' SIDEWALK EASEMENT AREAS AND PROPOSE TO DEDICATE A SIDEWALK EASEMENT OVER SAID AREAS UPON MERGING.

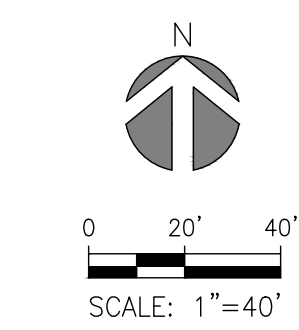
ZONING

EXISTING: (T)(C)2-2-SN; C4-2D-SN

PROPOSED: C2-2-SN



VICINITY MAP NOT TO SCALE



PREPARED UNDER THE DIRECTION OF:

C.S.
 CHRISTOPHER JONES, LS 8193
 07/07/2020



kpff
 700 South Flower Street
 Suite 2100
 Los Angeles, CA 90017
 O: 213.418.0201
 F: 213.266.5294
 www.kpff.com

GENERAL NOTES:
OWNER:
 1749 NORTH VINE, LLC
 350 SOUTH GRAND AVE., 25TH FLOOR
 LOS ANGELES, CA 90071
 (213) 229-9548
 ATTN: EDGAR KHALATIAN
SUBDIVIDER:
 MCAF VINE, LLC
 350 SOUTH GRAND AVE., 25TH FLOOR
 LOS ANGELES, CA 90071
 (213) 229-9548
 ATTN: EDGAR KHALATIAN
LAND SURVEYOR:
 KPFF CONSULTING ENGINEERS, INC.
 700 S. FLOWER ST., SUITE 2100
 LOS ANGELES, CA 90017
 (213) 418-0201
 ATTN: CHRISTOPHER JONES, PLS 8193

REVISIONS	DATE	ISSUED FOR

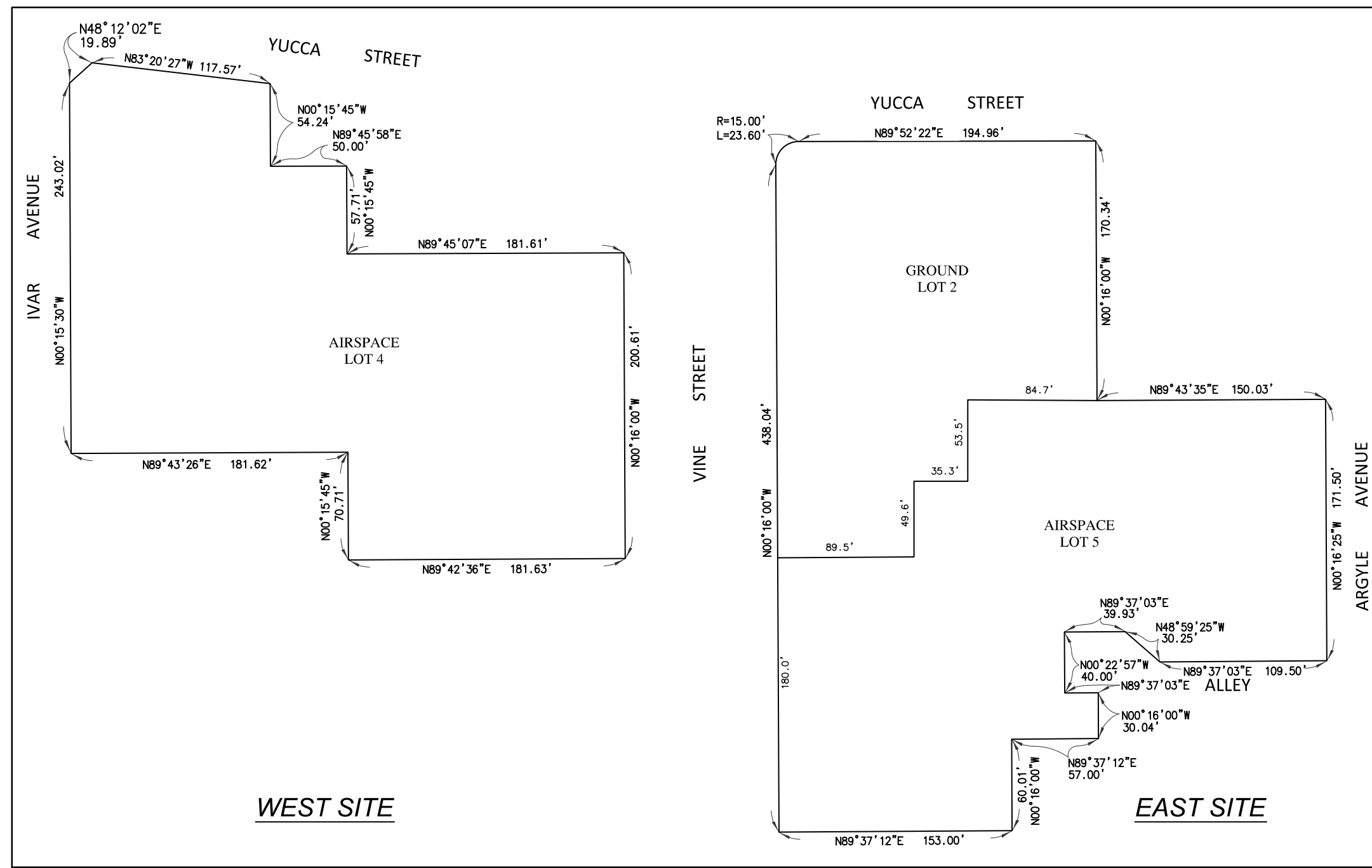
DATE	06/28/2020
PROJECT NUMBER	1700080
DRAWN BY	JP
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT ADDRESS
 HOLLWOOD CENTER

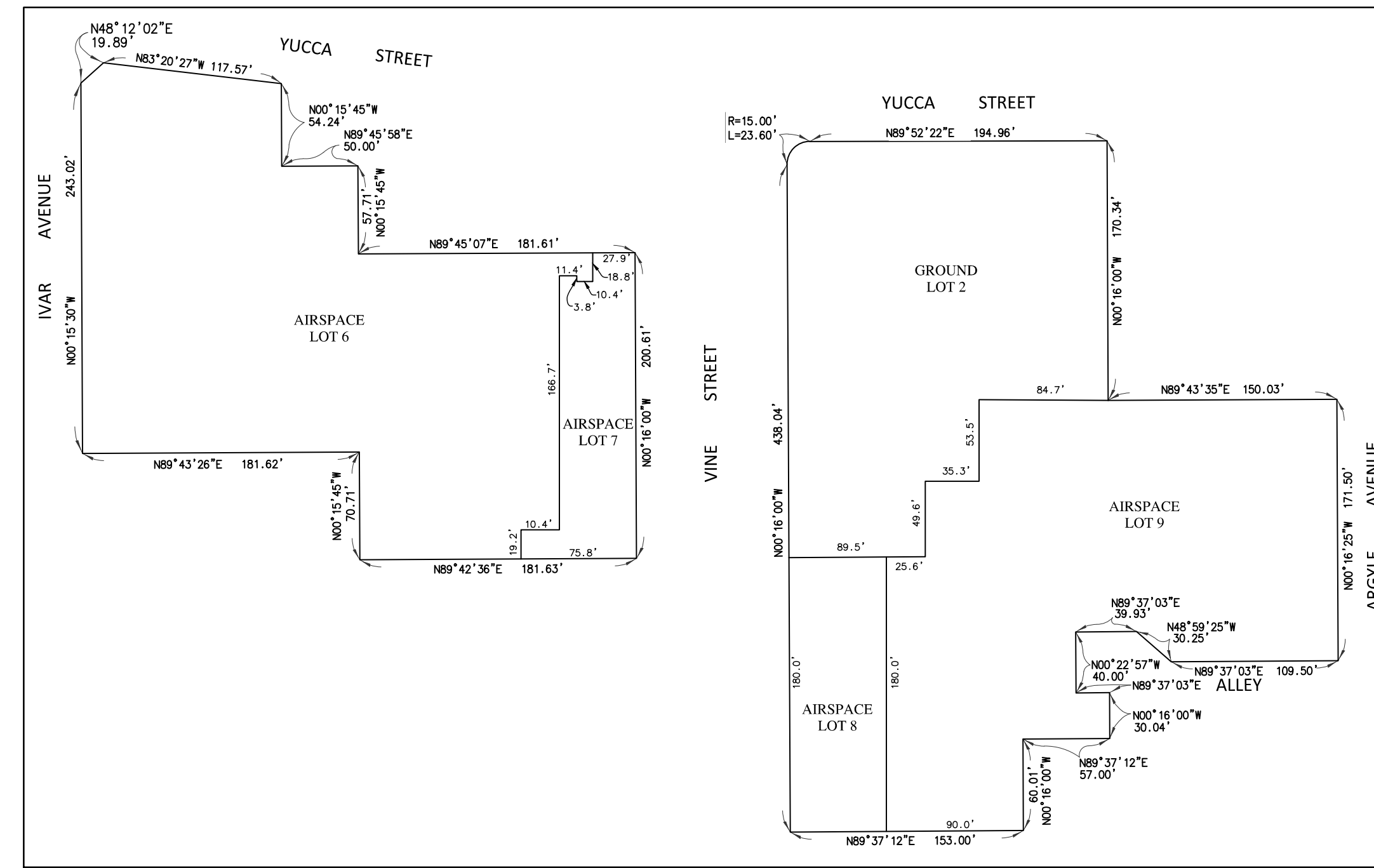
SHEET NUMBER

VESTING TENTATIVE TRACT MAP NO. 82152

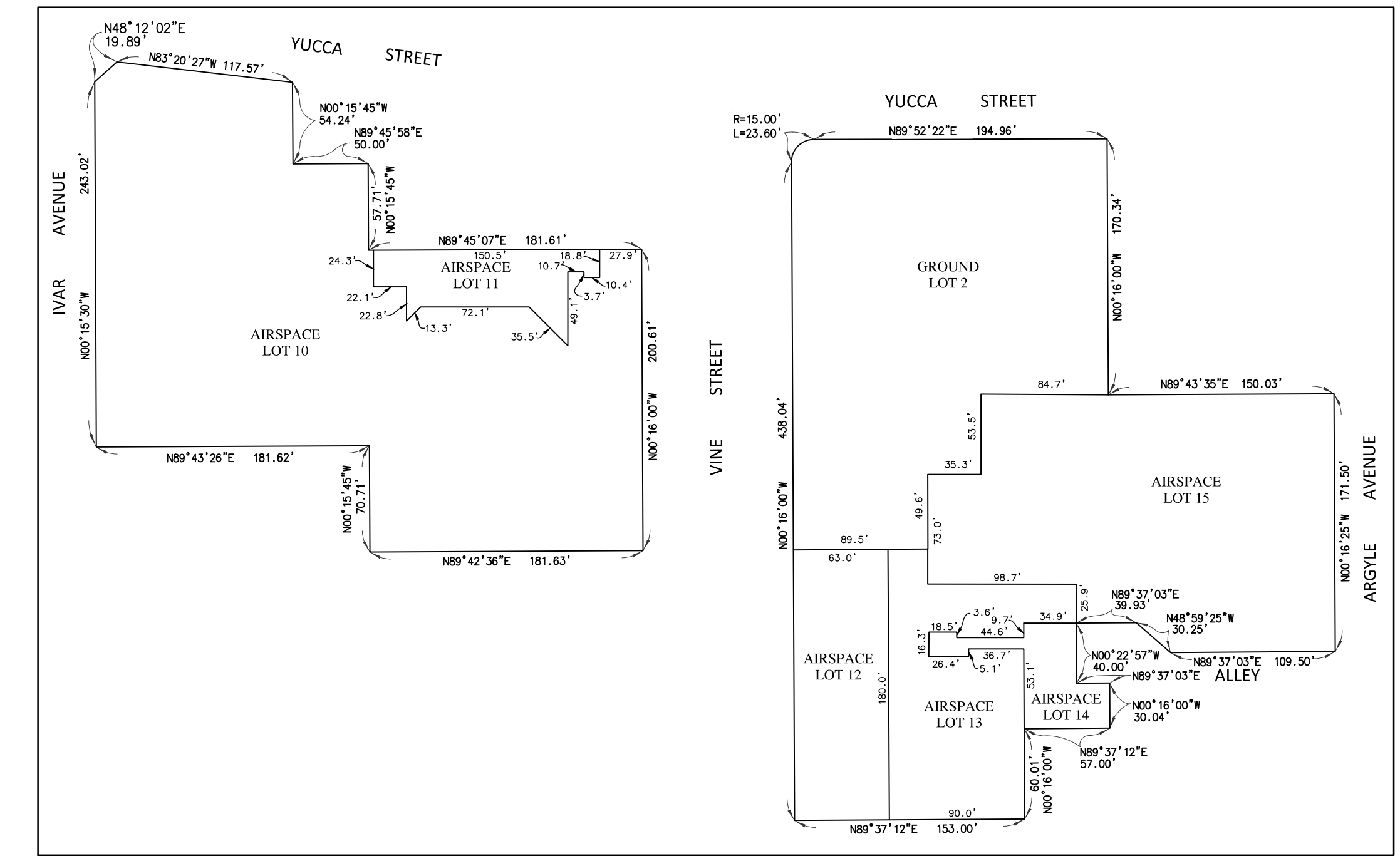
AIRSPACE LOT CONFIGURATIONS



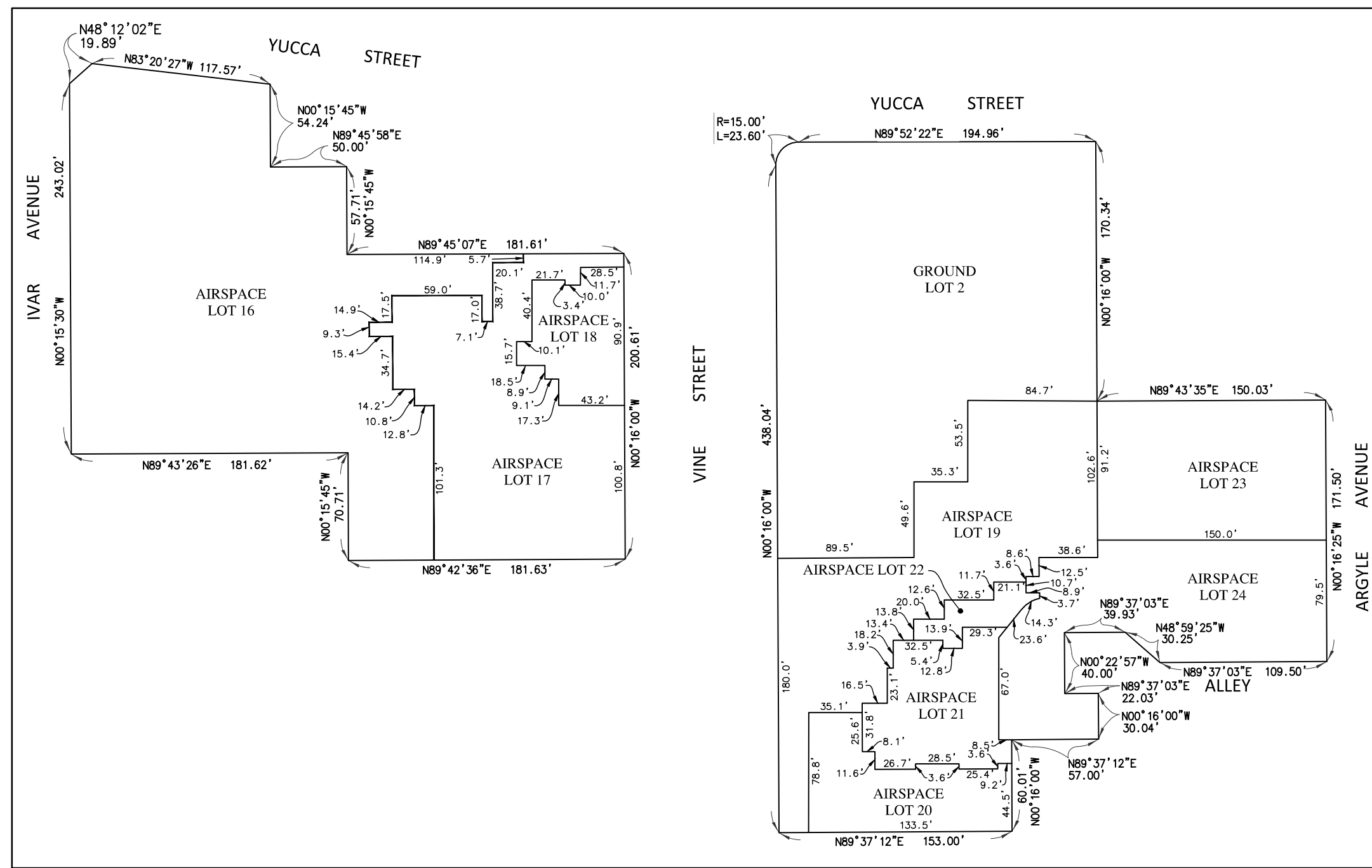
LEVELS B5 - B3
L.E. = -84.00', U.E. = -22.00'



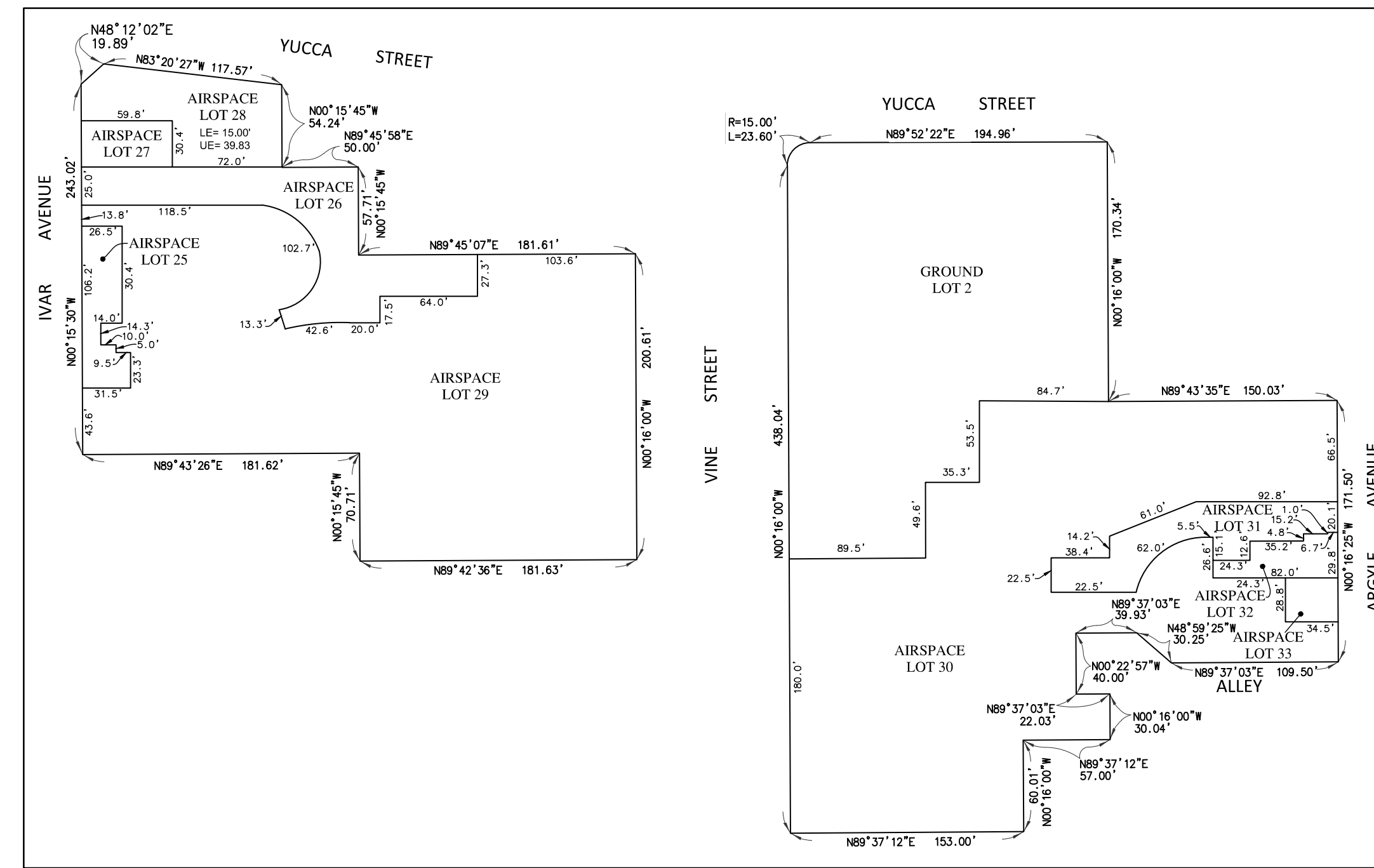
LEVEL B2
L.E. = -22.00', U.E. = -11.00'



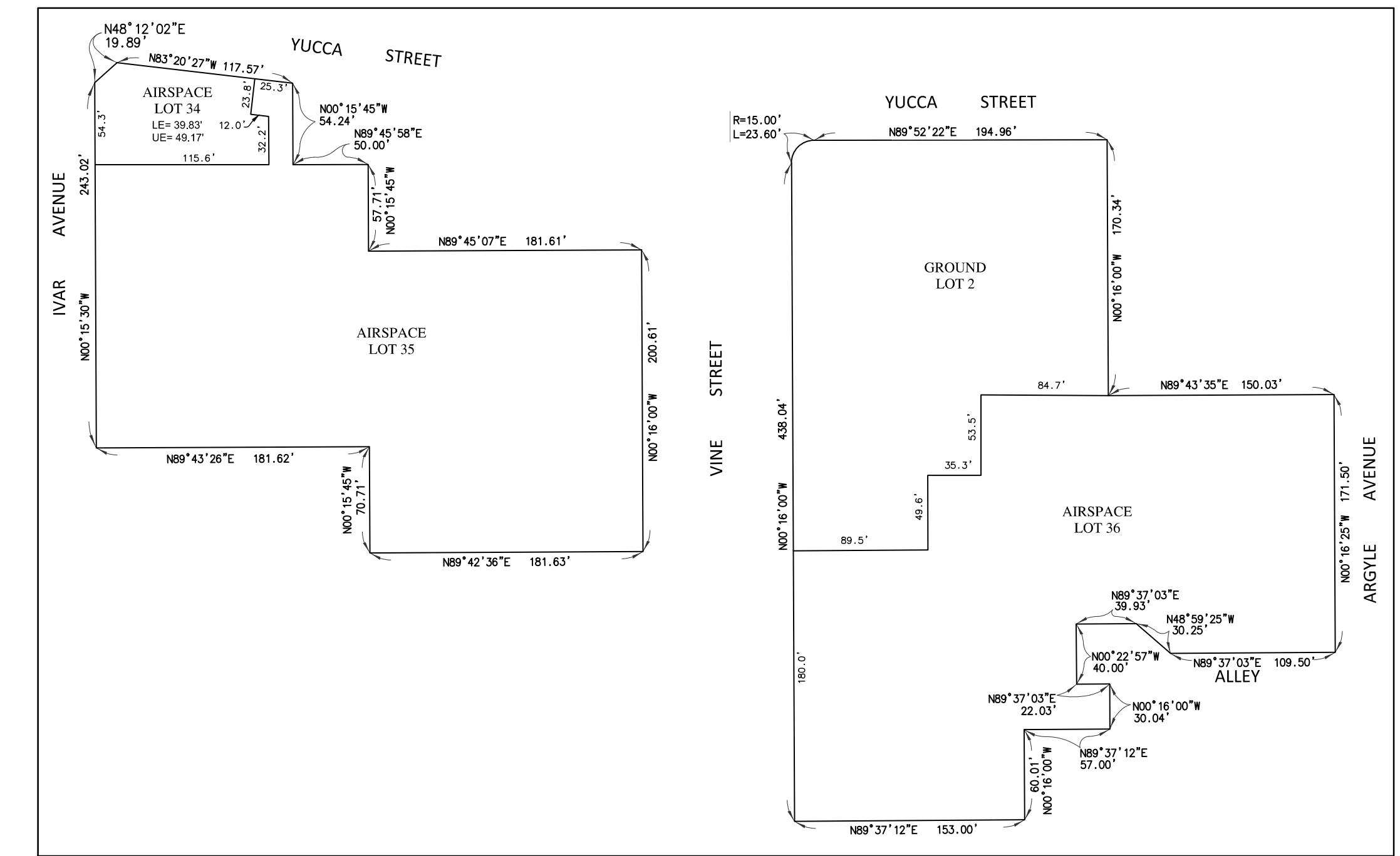
LEVEL B1
L.E. = -11.00', U.E. = 00.00'



LEVEL 01
L.E. = 00.00', U.E. = 15.00'



LEVEL 01 (MEZZ)
L.E. = 15.00', U.E. = 30.00'



LEVEL 02
L.E. = 30.00', U.E. = 41.25'

NOTE:
GROUND LOTS SHOWN FOR LOCATION/REFERENCE ONLY.
NO AIRSPACE LOTS WITHIN GROUND LOT 2.

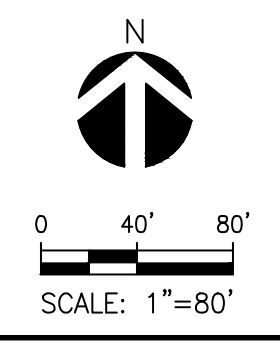
ABBREVIATION LEGEND
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS	
DATE	ISSUED FOR

DATE: 04/11/2018
PROJECT NUMBER: 1700060
DRAWN BY: JP
CHECKED BY: CJ
SCALE: AS SPECIFIED

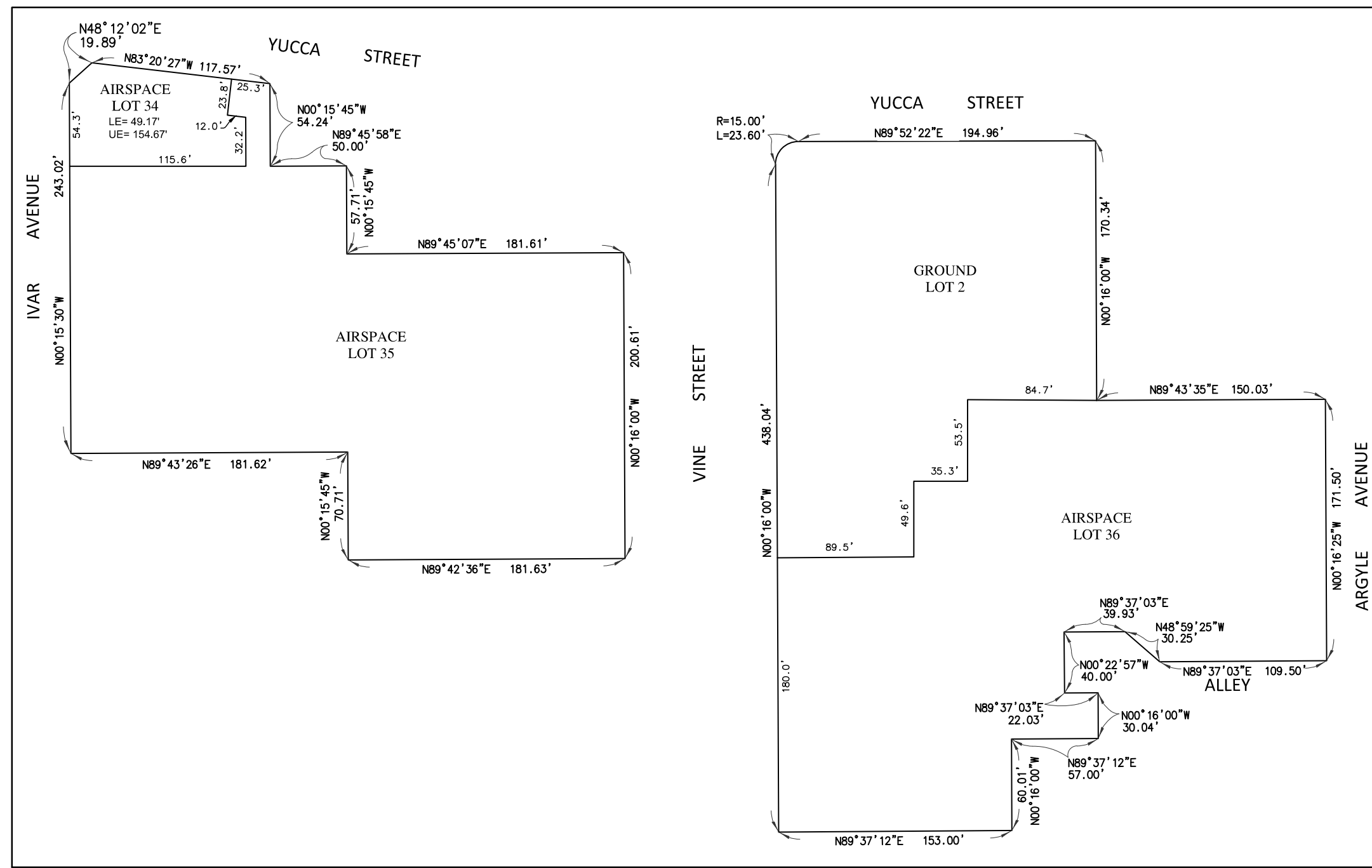
PROJECT ADDRESS:
HOLLYWOOD CENTER

SHEET NUMBER



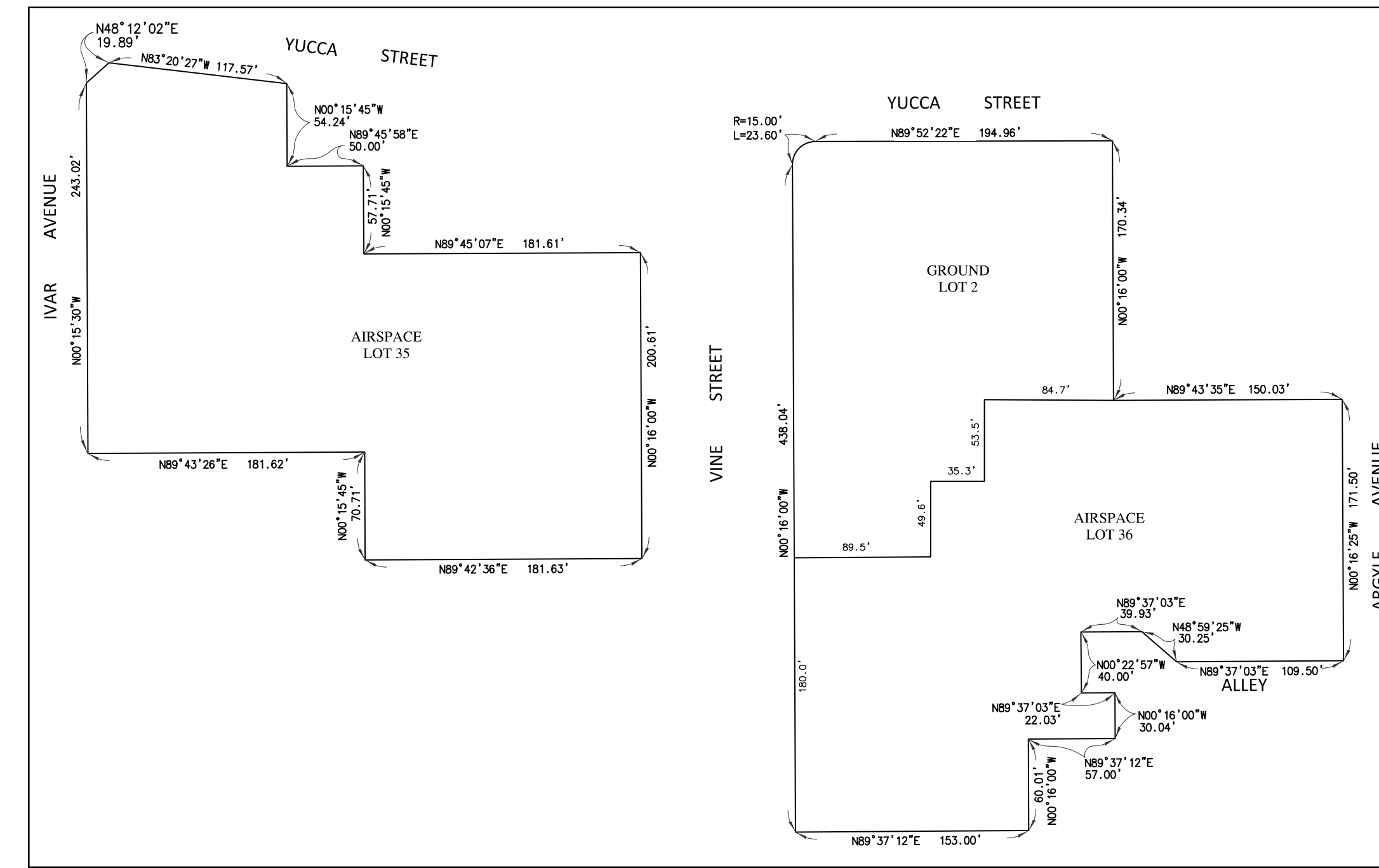
VESTING TENTATIVE TRACT MAP NO. 82152

AIRSPACE LOT CONFIGURATIONS



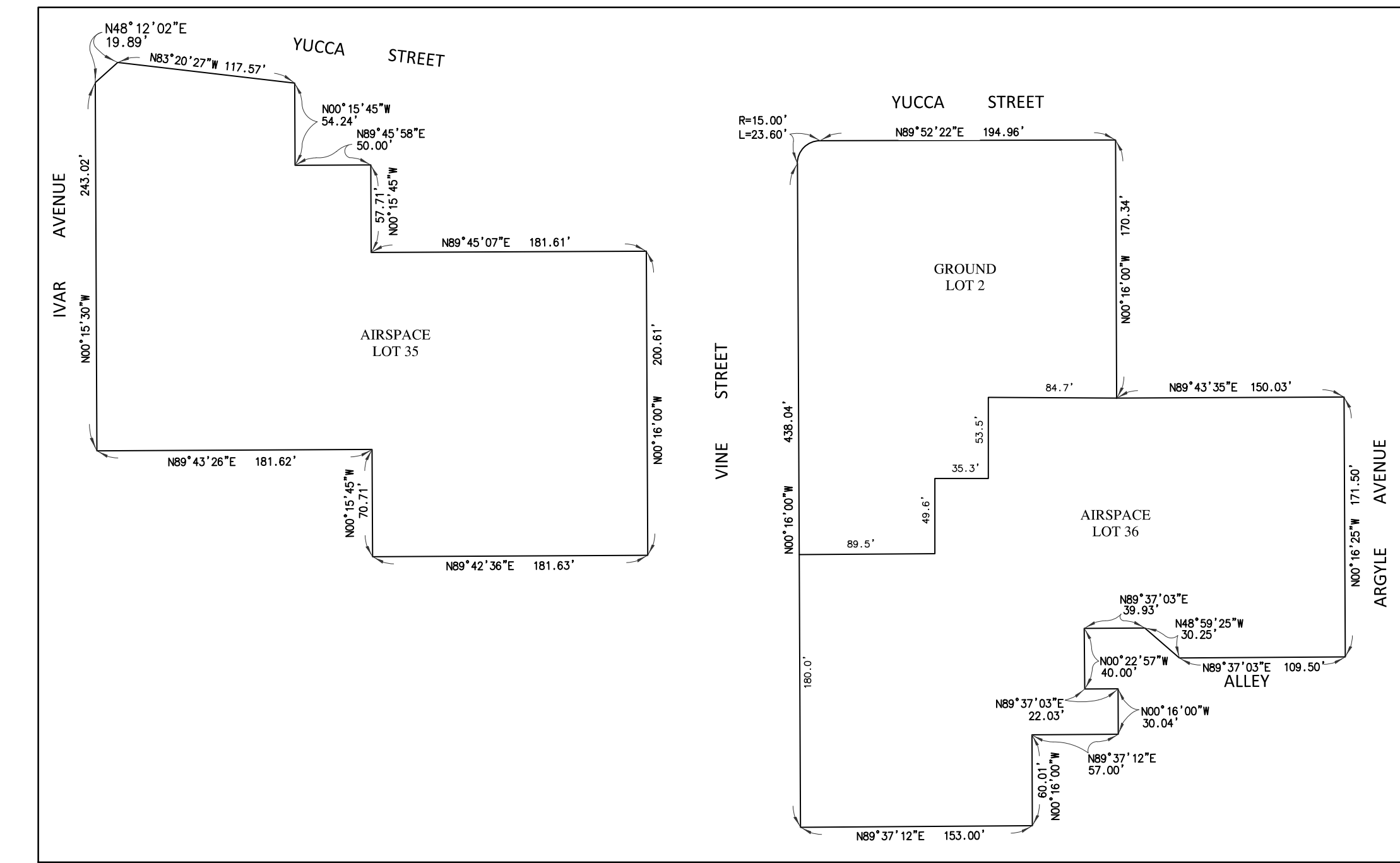
LEVELS 03 - 20
L.E. = 41.25', U.E. = 245.25'

LEVELS 03 - 06
L.E. = 46.00', U.E. = 90.00'



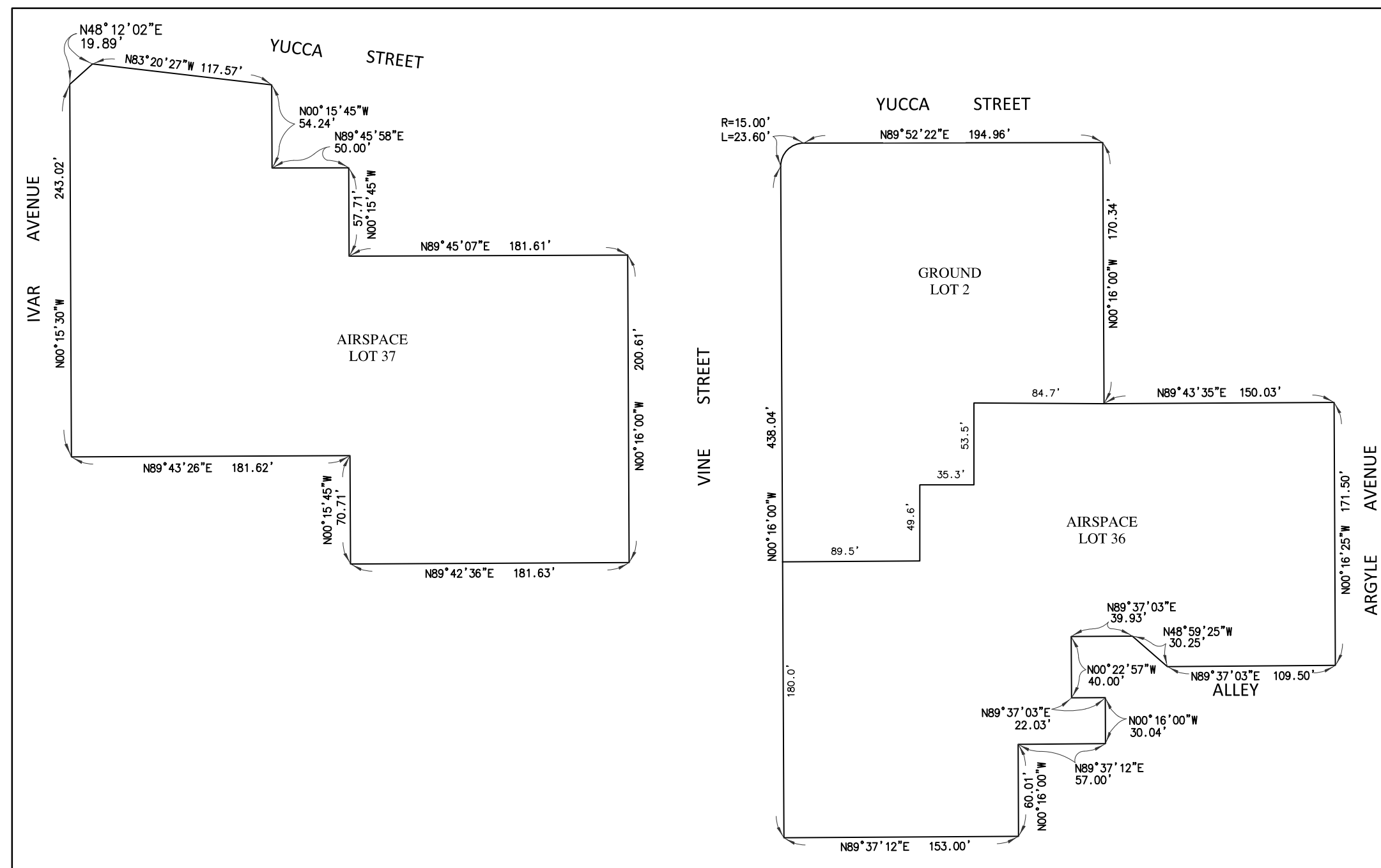
LEVEL 21
L.E. = 245.25', U.E. = 257.25'

LEVELS 07 - 29
L.E. = 90.00', U.E. = 343.00'



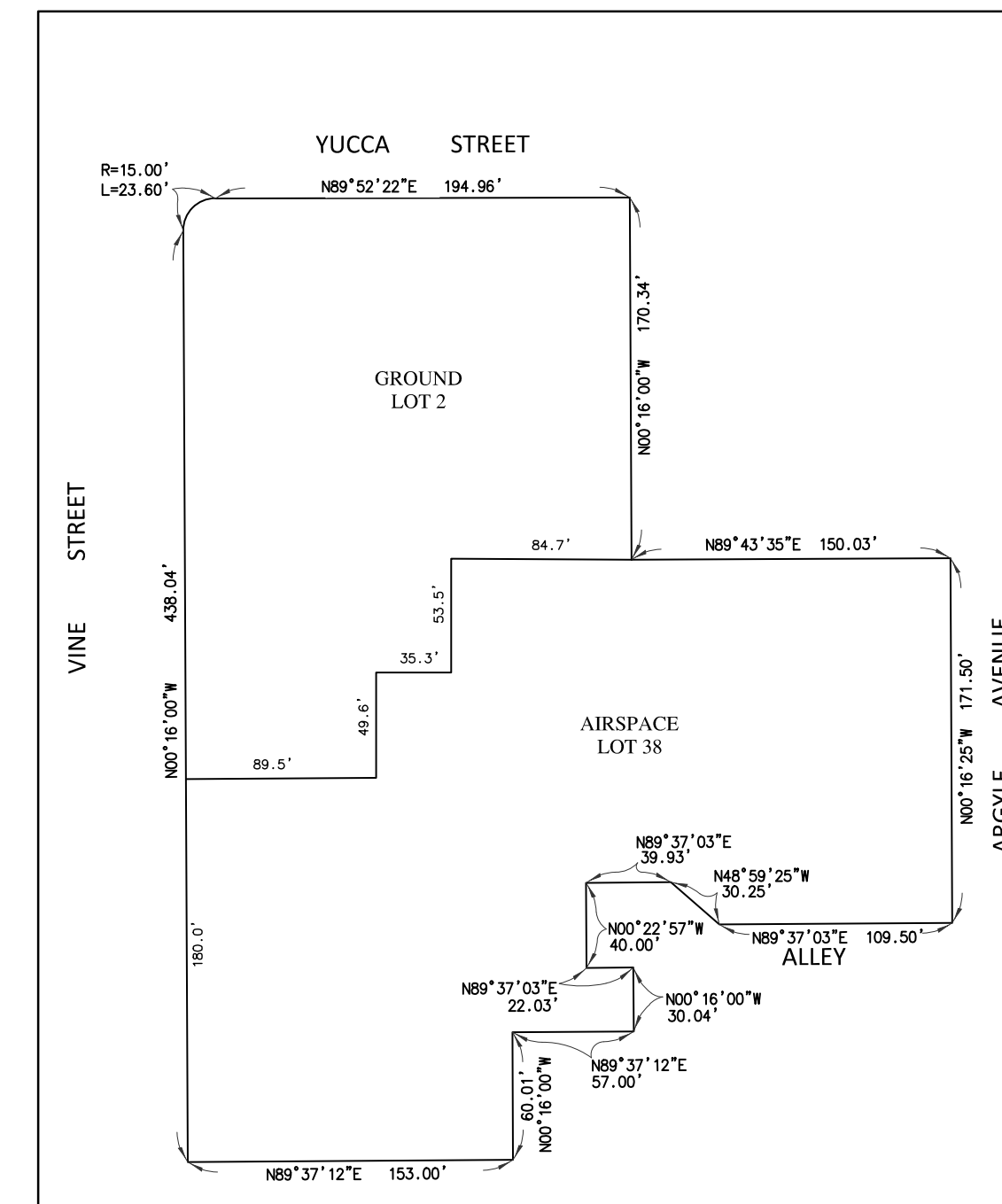
LEVELS 22 - 34
L.E. = 257.25', U.E. = 413.25'

LEVEL 30
L.E. = 343.00', U.E. = 354.58'



LEVELS 35 - ROOF+
L.E. = 413.25', U.E. = 519.00'

LEVELS 31 - 45
L.E. = 354.58', U.E. = 528.25'



LEVELS 46 - ROOF+
L.E. = 528.25', U.E. = 645.00'

NOTE:
GROUND LOTS SHOWN FOR LOCATION/REFERENCE ONLY.
NO AIRSPACE LOTS WITHIN GROUND LOT 2.

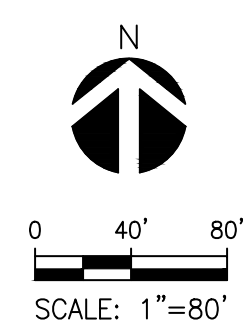
ABBREVIATION LEGEND
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS	DATE	ISSUED FOR

DATE: 04/11/2018
PROJECT NUMBER: 1700060
DRAWN BY: JP
CHECKED BY: CJ
SCALE: AS SPECIFIED

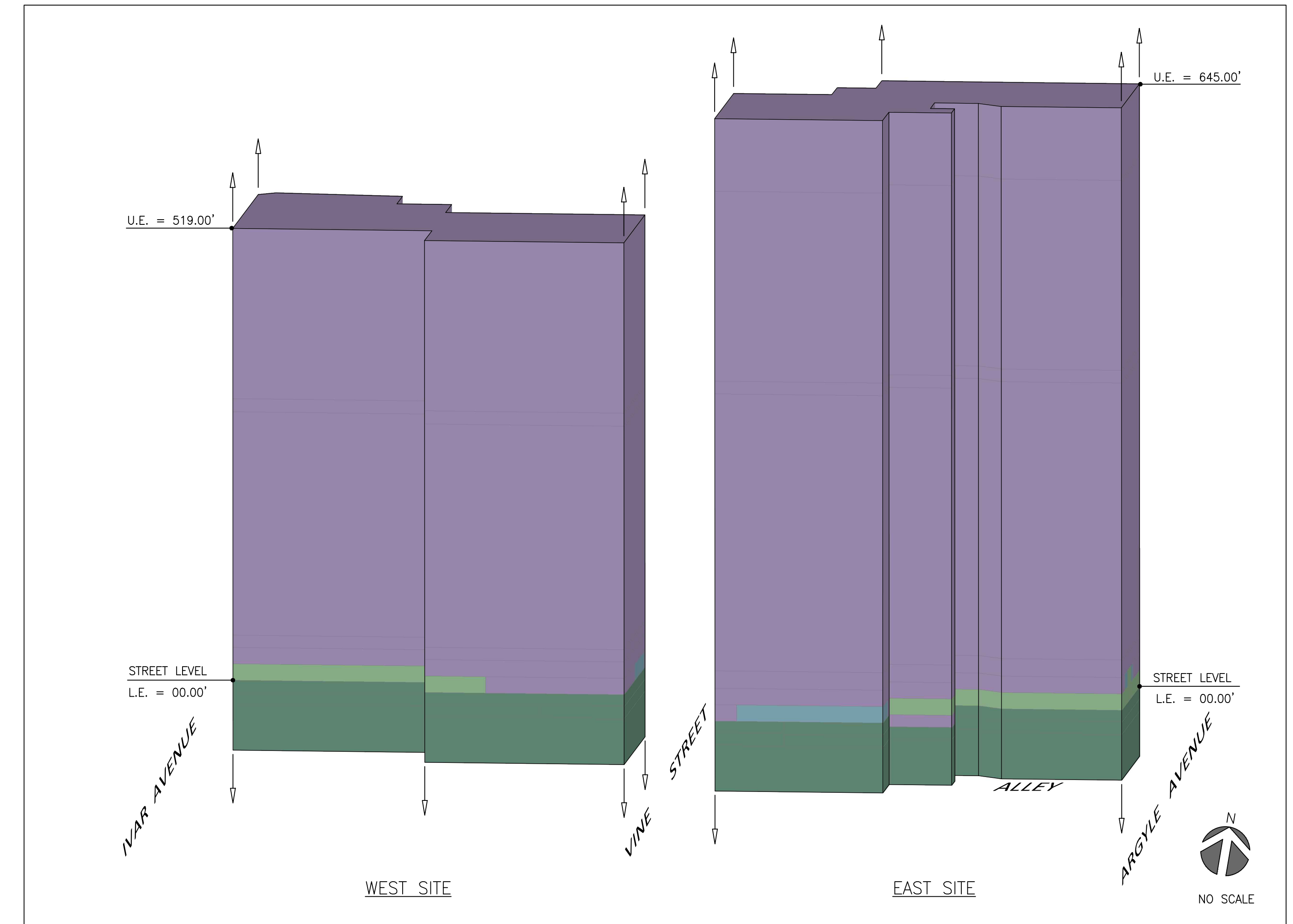
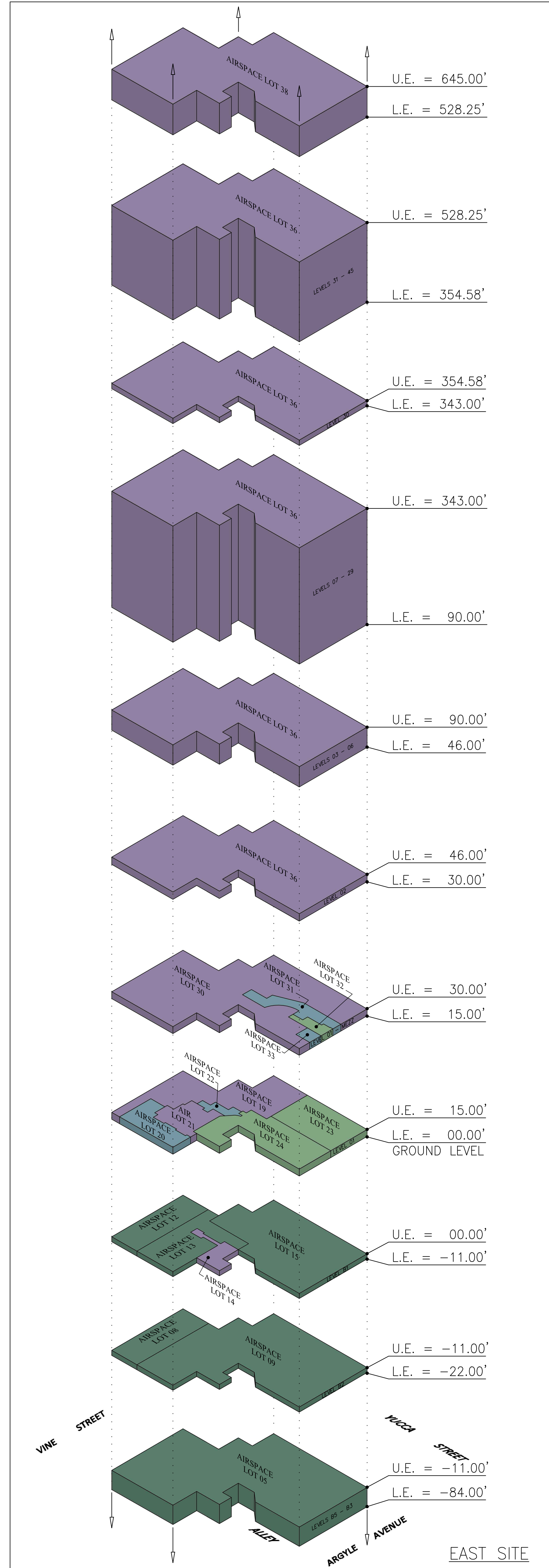
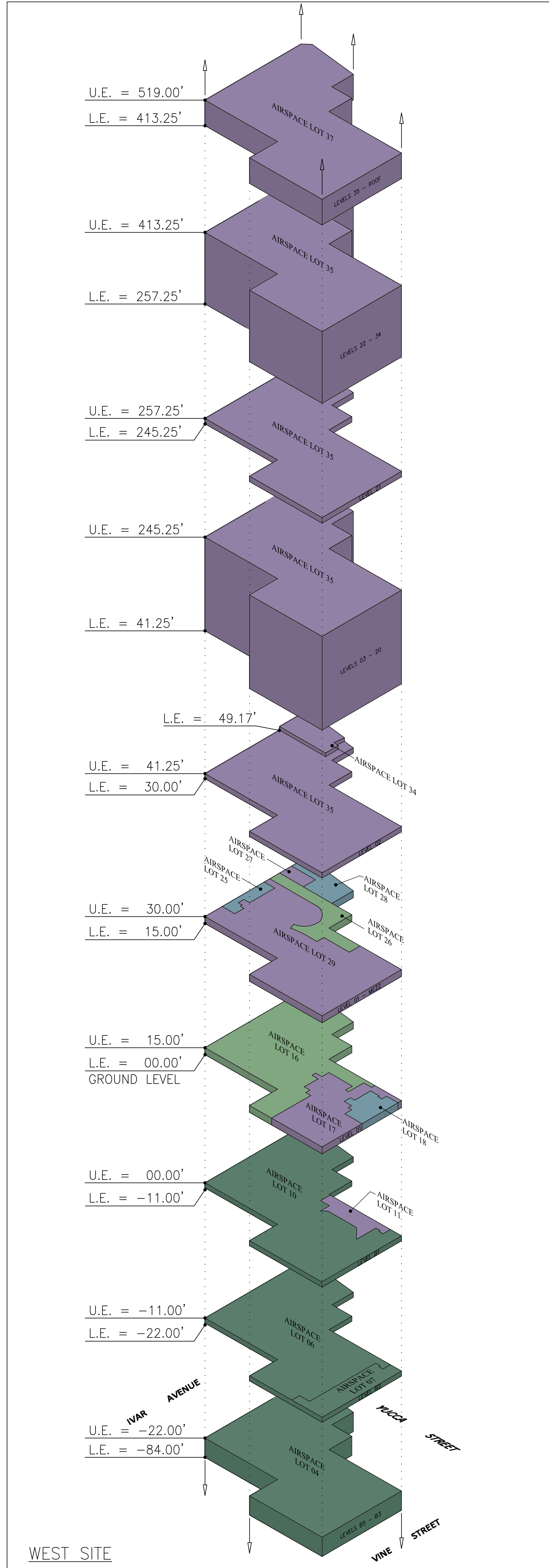
PROJECT ADDRESS:
HOLLYWOOD CENTER

SHEET NUMBER

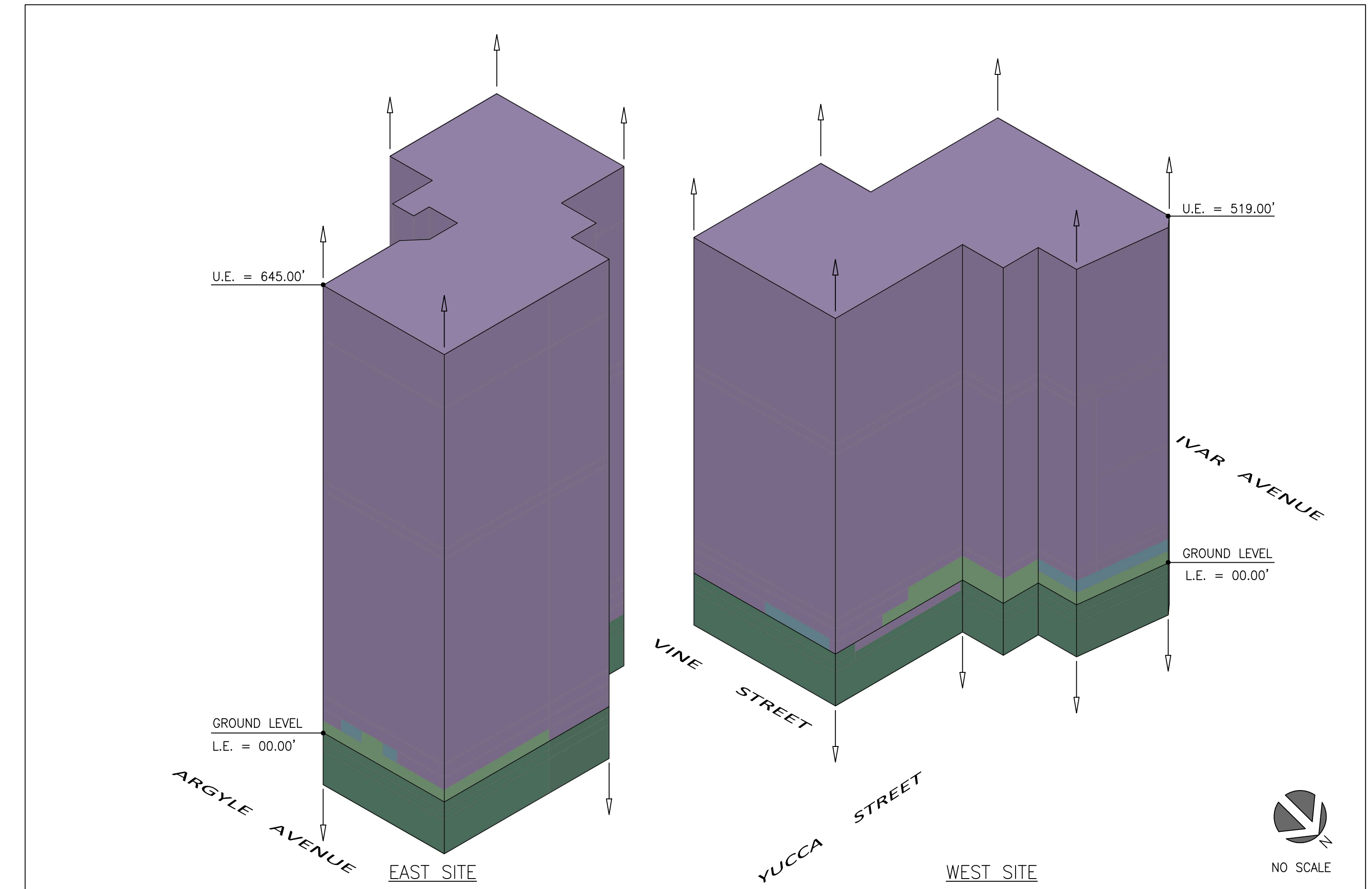


VESTING TENTATIVE TRACT MAP NO. 82152

AIRSPACE LOT ISOMETRIC



OVERALL VIEW
LOOKING NORTH



OVERALL VIEW
LOOKING SOUTHWEST

FLOOR VIEWS

ABBREVIATION LEGEND
L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS		ISSUED FOR
DATE	△	

DATE	04/11/2018
PROJECT NUMBER	1700060
DRAWN BY	JP
CHECKED BY	CJ
SCALE	AS SPECIFIED

PROJECT ADDRESS
HOLLYWOOD CENTER

SHEET NUMBER

EXHIBIT D
VTT-82152-1A
ORIGINAL PROJECT
ARCHITECTURAL PLANS
SEPTEMBER 2020

HOLLYWOOD CENTER

LOS ANGELES, CA

SEPT 2020



DRAWING LIST				
DWG. NO.	DRAWING TITLE	SCALE	APRIL 2018	SEPT. 2020
ARCHITECTURAL				
T-001.00	COVER SHEET	N/A	XX	X
G-000 - PROJECT INFORMATION				
G-001	NOT USED			
G-002	VICINITY PLAN	N/A	X	X
G-003	SURVEY DESCRIPTION	N/A	X	X
G-004	SURVEY OVERALL SITE	N/A	X	X
G-005	SURVEY WEST SITE	N/A	X	X
G-006	SURVEY EAST SITE	N/A	X	X
G-007	PROJECT SUMMARY	N/A	X	X
G-008	WEST SITE - DATA	N/A	X	X
G-009	WEST SITE - OPEN SPACE	N/A	X	X
G-010	EAST SITE - DATA	N/A	X	X
G-011	EAST SITE - OPEN SPACE	N/A	X	X
G-012	WEST SITE - PLOT PLAN	1"=20'	X	X
G-013	EAST SITE - PLOT PLAN	1"=20'	X	X
G-020	GENERAL DIAGRAMS	N/A	X	X
A-100 - FLOOR PLANS				
A-101	WEST SITE - LEVEL B5	1/16" = 1'-0"	X	X
A-102	WEST SITE - LEVEL B4	1/16" = 1'-0"	X	X
A-103	WEST SITE - LEVEL B3	1/16" = 1'-0"	X	X
A-104	WEST SITE - LEVEL B2	1/16" = 1'-0"	X	X
A-105	WEST SITE - LEVEL B1	1/16" = 1'-0"	X	X
A-106	WEST SITE - LEVEL 01 (VINE)	1/16" = 1'-0"	X	X
A-107	WEST SITE - LEVEL 01_M (VINE)	1/16" = 1'-0"	X	X
A-108	WEST SITE - LEVEL 2	1/16" = 1'-0"	X	X
A-109	WEST SITE - LEVELS 01-25	1/16" = 1'-0"	X	X
A-110	WEST SITE - LEVEL 26	1/16" = 1'-0"	X	X
A-111	WEST SITE - LEVELS 26-34	1/16" = 1'-0"	X	X
A-112	WEST SITE - LEVEL 35 PH	1/16" = 1'-0"	X	X
A-113	WEST SITE - MECH PENTHOUSE	1/16" = 1'-0"	X	X
A-114	WEST SITE - ROOF PLAN	1/16" = 1'-0"	X	X
A-121	EAST SITE - LEVEL B5	1/16" = 1'-0"	X	X
A-122	EAST SITE - LEVEL B4	1/16" = 1'-0"	X	X
A-123	EAST SITE - LEVEL B3	1/16" = 1'-0"	X	X
A-124	EAST SITE - LEVEL B2	1/16" = 1'-0"	X	X
A-125	EAST SITE - LEVEL B1	1/16" = 1'-0"	X	X
A-126	EAST SITE - LEVEL 01 (VINE)	1/16" = 1'-0"	X	X
A-127	EAST SITE - LEVEL 01_M (ARGYLE)	1/16" = 1'-0"	X	X
A-128	EAST SITE - LEVEL 02	1/16" = 1'-0"	X	X
A-129	EAST SITE - LEVELS 03-06	1/16" = 1'-0"	X	X
A-130	EAST SITE - LEVELS 07-29	1/16" = 1'-0"	X	X
A-131	EAST SITE - LEVEL 30	1/16" = 1'-0"	X	X
A-132	EAST SITE - LEVELS 31-45	1/16" = 1'-0"	X	X
A-133	EAST SITE - LEVEL 46 PH	1/16" = 1'-0"	X	X
A-134	EAST SITE - MECH PENTHOUSE	1/16" = 1'-0"	X	X
A-135	EAST SITE - ROOF PLAN	1/16" = 1'-0"	X	X
A-141	WEST SITE - ENLARGED RETAIL PLANS	3/32" = 1'-0"	X	X
A-142	EAST SITE - ENLARGED RETAIL PLANS	3/32" = 1'-0"	X	X
A-151	WEST SITE - ENLARGED AMENITY DECK PLAN	3/32" = 1'-0"	X	X
A-152	EAST SITE - ENLARGED AMENITY DECK PLAN	3/32" = 1'-0"	X	X
A-161	ENLARGED TYPICAL UNIT PLANS	1/8" = 1'-0"	X	X
A-162	ENLARGED TYPICAL UNIT PLANS	1/8" = 1'-0"	X	X
A-200 - ELEVATIONS				
A-201	WEST SITE - NORTH ELEVATION	1/32" = 1'-0"	X	X
A-202	WEST SITE - EAST ELEVATION	1/32" = 1'-0"	X	X
A-203	WEST SITE - SOUTH ELEVATION	1/32" = 1'-0"	X	X
A-204	WEST SITE - WEST ELEVATION	1/32" = 1'-0"	X	X
A-205	EAST SITE - NORTH ELEVATION	1/32" = 1'-0"	X	X
A-206	EAST SITE - EAST ELEVATION	1/32" = 1'-0"	X	X
A-207	EAST SITE - SOUTH ELEVATION	1/32" = 1'-0"	X	X
A-208	EAST SITE - WEST ELEVATION	1/32" = 1'-0"	X	X
A-300 - SECTIONS				
A-301	WEST SITE - BUILDING SECTION E-W	1/32" = 1'-0"	X	X
A-302	WEST SITE - BUILDING SECTION N-S	1/32" = 1'-0"	X	X
A-303	EAST SITE - BUILDING SECTION E-W	1/32" = 1'-0"	X	X
A-304	EAST SITE - BUILDING SECTION N-S	1/32" = 1'-0"	X	X
A-400 - RENDERING				
A-401	RENDERING	N/A	X	X
A-402	NOT USED			
A-500 - HOTEL SCENARIO				
A-501	EAST SITE - HOTEL AND RES. SUMMARY	N/A	X	
A-502	EAST SITE - LEVEL 01 (VINE)	1/16" = 1'-0"	X	
A-503	EAST SITE - LEVEL 01 (ARGYLE)	1/16" = 1'-0"	X	
A-504	EAST SITE - LEVEL 02	1/16" = 1'-0"	X	
A-505	EAST SITE - LEVEL 03-12 (GUESTROOMS)	1/16" = 1'-0"	X	
A-506	EAST SITE - LEVEL 13-45	1/16" = 1'-0"	X	
A-507	EAST SITE - BUILDING SECTION E-W	1/32" = 1'-0"	X	
A-508	EAST SITE - BUILDING SECTION N-S	1/32" = 1'-0"	X	
A-509	EAST SITE - ENLARGED GF RETAIL PLANS	3/32" = 1'-0"	X	
A-510	EAST SITE - ENLARGED AMENITY DECK PLAN	3/32" = 1'-0"	X	
L-100 - LANDSCAPE				
L-001	OVERALL LANDSCAPE SITE PLAN	AS INDICATED	X	X
L-101	OVERALL GROUND FLOOR SITE PLAN	AS INDICATED	X	X
L-102	WEST SITE GROUND FLOOR PLAN	AS INDICATED	X	X
L-103	EAST SITE GROUND FLOOR PLAN	AS INDICATED	X	X
L-111	OVERALL GROUND FLOOR LAYOUT PLAN	AS INDICATED	X	X
L-112	OVERALL GROUND FLOOR MATERIAL PLAN	AS INDICATED	X	X
L-113	OVERALL GROUND FLOOR PLANTING PLAN	AS INDICATED	X	X
L-113-1	GROUND FLOOR PLANTING REFERENCE IMAGES	AS INDICATED	X	X
L-114	OVERALL GROUND FLOOR FURNISHING PLAN	AS INDICATED	X	X
L-115	GROUND FLOOR SITE SECTIONS	AS INDICATED	X	X
L-116	GROUND FLOOR RENDERED AXONOMETRICS	AS INDICATED	X	X
L-121	OVERALL AMENITY TERRACES SITE PLAN	AS INDICATED	X	X
L-122	WEST SITE AMENITY TERRACES PLAN	AS INDICATED	X	X
L-123	EAST SITE AMENITY TERRACES PLAN	AS INDICATED	X	X
L-131	OVERALL AMENITY TERRACES LAYOUT PLAN	AS INDICATED	X	X
L-132	OVERALL AMENITY TERRACES MATERIAL PLAN	AS INDICATED	X	X
L-133	OVERALL AMENITY TERRACES PLANTING PLAN	AS INDICATED	X	X
L-133-1	AMENITY TERRACES PLANTING REFERENCE IMAGES	AS INDICATED	X	X
L-135	AMENITY TERRACES SITE SECTIONS	AS INDICATED	X	X
L-136	AMENITY TERRACES RENDERED AXONOMETRICS	AS INDICATED	X	X

ENTITLEMENT SUBMISSION SEPT. 2020

APPLICANT	ARCHITECT	LANDSCAPE ARCHITECT	SURVEY
MCAF VINE LLC 1995 BROADWAY, 3RD FLOOR NEW YORK, NY 10023 212.875.4900	HANDEL ARCHITECTS LLP 120 BROADWAY, 6TH FLOOR NEW YORK, NY 10271 212.595.4112	JAMES CORNER FIELD OPERATIONS 475 TENTH AVENUE, 9TH FL NEW YORK, NY 10018 212.433.1450	KPFF 700 S. FLOWER STREET, SUITE 2100 LOS ANGELES, CA 90017 213.418.0201

VICINITY PLAN

SCALE: NTS



HOLLYWOOD CENTER

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1995 Broadway, 3rd Floor
New York, NY 10023
T: 212.875.4900
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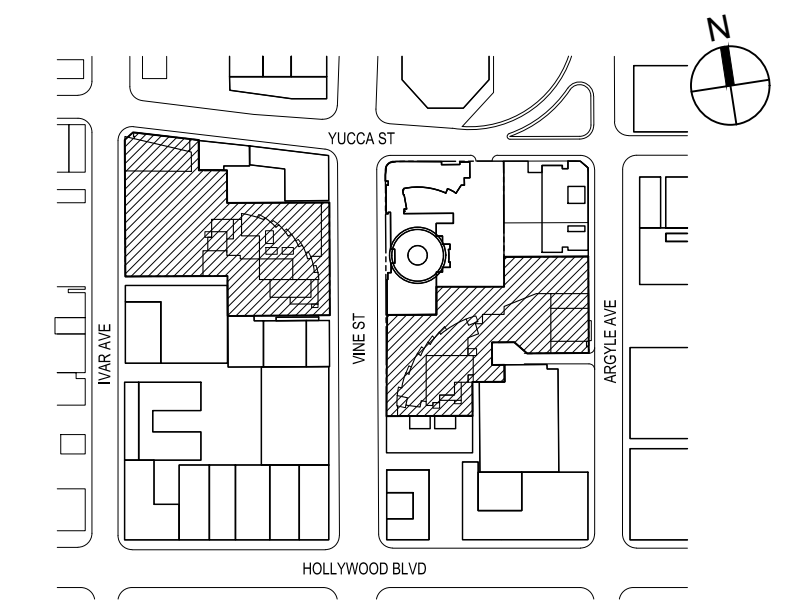
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Los Angeles, CA 90017
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NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
VICINITY PLAN

DRAWING NO:
G-002

SURVEY DESCRIPTION

SCALE: NTS

DESIGN SURVEY

LEGAL DESCRIPTION

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER No. 00000084196-894-LT2-08 DATED JANUARY 28, 2018)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A: (PORTION OF 5546-030-028)

THAT PORTION OF LOT 1 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF A LINE WHICH IS PARALLEL WITH AND DISTANT 260.00 FEET EASTERLY, MEASURED AT RIGHT ANGLES, FROM THE CENTER LINE OF VINE STREET, 100 FEET WIDE, AS SHOWN ON THE MAP OF SAID TRACT.

EXCEPT THAT PORTION OF SAID LAND LYING SOUTHERLY OF A LINE WHICH IS PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT 1 AND DISTANT 119.96 FEET NORTHERLY THEREFROM, MEASURED AT RIGHT ANGLES.

PARCEL B: (REMAINDER OF 5546-030-028)

THE SOUTH 58 FEET OF LOT 12 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL C: (5546-030-031)

THE EAST 50 FEET OF THE NORTH 2 FEET OF LOT 12 OF CENTRAL HOLLYWOOD TRACT NO. 2, AND THE EAST 50 FEET OF LOT 13 OF SAID CENTRAL HOLLYWOOD TRACT NO. 2, WITH THE EXCEPTION OF THAT PORTION DEEDED TO THE CITY FOR STREET PURPOSES OF LOS ANGELES, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL D: (5546-030-032)

THE WEST 100 FEET OF LOTS 12 AND 13 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE SOUTH 58 FEET OF SAID LOT 12.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF YUCCA STREET AS DESCRIBED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 200250, NOTICE OF PENDING OF SAID ACTION WAS RECORDED ON AUGUST 06, 1928 AS INSTRUMENT NO. 1775, IN BOOK 6018, PAGE 270 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

SAID PROPERTY IS ALSO KNOWN AS AND IS DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 1, TRACT NO. 18237, AS PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA, SAID POINT BEING ON THE EASTERLY RIGHT OF WAY OF VINE STREET 100 FEET WIDE; THENCE NORTH 07°15'52" WEST 119.96 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 07°15'52" WEST 297.05 FEET; THENCE NORTH 89°52'48" EAST 150.02 FEET; THENCE SOUTH 07°15'52" EAST 24.00 FEET TO THE SOUTHERLY RIGHT OF WAY OF YUCCA STREET 94 FEET WIDE; THENCE NORTH 89°52'48" EAST 59.95 FEET; THENCE SOUTH 07°15'52" EAST 272.10 FEET; THENCE SOUTH 89°37'21" WEST 27.30 FEET TO A POINT WHICH IS 232.67 FEET PARALLEL WITH AND EASTERLY OF THE CENTERLINE OF VINE STREET 100 FEET WIDE; THENCE SOUTH 89°37'21" WEST 182.67 FEET TO THE POINT OF BEGINNING.

PARCEL E:

A NON-EXCLUSIVE EASEMENT FOR PARKING SPACES AS SET FORTH IN THAT CERTAIN UNRECORDED PARKING EASEMENT AGREEMENT DATED AS OF MARCH 27, 2001, SUBJECT TO THE TERMS THEREIN PROVIDED, AS DISCLOSED BY THAT CERTAIN INSTRUMENT ENTITLED "MEMORANDUM OF PARKING EASEMENT AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-0528743 OF OFFICIAL RECORDS, AND SUBJECT TO THE TERMS AND PROVISIONS OF THAT CERTAIN "SUBORDINATION, NON-DISTURBANCE AND ATTORNEY AGREEMENT", RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-0528748 OF OFFICIAL RECORDS, SAID PARKING SPACES ARE LOCATED ON THE PROPERTY DESCRIBED IN EXHIBIT B ATTACHED TO SAID MEMORANDUM OF PARKING EASEMENT AGREEMENT.

PARCEL F: (5546-004-020; 5546-004-021)

LOTS 20, 21 AND THOSE PORTIONS OF LOTS 19 AND 22 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EAST LINE OF SAID LOT 19, DISTANT NORTHERLY THEREON, 400.23 FEET FROM THE NORTH LINE OF HOLLYWOOD BOULEVARD, 100.00 FEET WIDE, AS ESTABLISHED BY THE CITY ENGINEER OF SAID CITY, WESTERLY ALONG THE EASTERLY LINES OF LOTS 19 TO 18 INCLUSIVE IN SAID BLOCK 21; THENCE WESTERLY IN A DIRECT LINE, A DISTANCE OF 181.50 FEET TO A POINT IN THE WEST LINE OF SAID LOT 19, DISTANT NORTHERLY THEREON 400.39 FEET, MEASURED ALONG THE WESTERLY LINE OF SAID LOT 13 TO 19 INCLUSIVE OF SAID BLOCK FROM THE NORTHERLY LINE OF SAID HOLLYWOOD BOULEVARD; THENCE NORTHERLY ALONG THE WESTERLY LINES OF SAID LOTS 19, 20, 21 AND 22; THENCE THE NORTHERLY LINE OF THE SOUTHERLY 17.00 FEET OF SAID LOT 22; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 22; THENCE SOUTHERLY ALONG THE EASTERLY LINES OF SAID LOTS 22, 21, 20 AND 19 TO THE POINT OF BEGINNING.

PARCEL G: (5546-004-006)

LOTS 3, 4 AND THOSE PORTIONS OF LOTS 2 AND 5 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTH 16.80 FEET OF SAID LOT 5 WITH THE EASTERLY LINE THEREOF; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE WESTERLY LINE OF SAID LOT 5; THENCE NORTHERLY ALONG THE WESTERLY LINES OF SAID LOTS 5, 4, 3 AND 2 OF SAID BLOCK, TO THE NORTHERLY LINE OF THE SOUTHERLY 9.80 FEET OF SAID LOT 2; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 2; THENCE SOUTHERLY ALONG THE EASTERLY LINES OF SAID LOTS 2, 3, 4 AND 5 TO THE POINT OF BEGINNING.

PARCEL H: (5546-004-029; 5546-004-032)

THOSE PORTIONS OF LOTS 1 AND 2 IN BLOCK 21 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 28, PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 2, WHICH IS A POINT IN THE EAST LINE OF IVAR AVENUE (70 FEET WIDE); THENCE ALONG THE WEST LINE OF SAID LOT 1 NORTH 07°02'30" EAST 8.31 FEET, MORE OR LESS, TO THE SOUTHERLY LINE OF YUCCA STREET, AS DESCRIBED IN PARCEL 117 OF DEGREE OF CONDEMNATION ENTERED IN CASE NO. 200-050 OF THE SUPERIOR COURT OF SAID COUNTY, AS CERTIFIED COPY OF SAID DECREE BEING RECORDED ON OCTOBER 18, 1929 AS INSTRUMENT NO. 1085, IN BOOK 9421, PAGE 173 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID RECORDER; THENCE ALONG SAID YUCCA STREET NORTH 48°33'16" EAST 13.26 FEET AND SOUTH 82°58'58" EAST 122.48 FEET, MORE OR LESS, TO THE WEST LINE OF THE EAST 50.00 FEET OF SAID LOTS 1 AND 2; THENCE SOUTHERLY ALONG THE LAST MENTIONED WEST LINE 54.50 FEET, MORE OR LESS, TO THE NORTH LINE OF THE SOUTH 9.89 FEET OF SAID LOT 2; THENCE WESTERLY ALONG SAID NORTH LINE 131.50 FEET TO THE WEST LINE OF SAID LOT 2; THENCE ALONG SAID WEST LINE 55.20 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL I:

PARCEL 1: (APN: 5546-030-033)

THAT PORTION OF LOT 1 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529 PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY SOUTHWEST CORNER OF SAID LOT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT TO A LINE WHICH IS PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT 1 AND DISTANT 119.96 FEET NORTHERLY THEREFROM MEASURED AT RIGHT ANGLES, TO SAID SOUTHERLY LINE; THENCE EASTERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A LINE WHICH IS PARALLEL WITH AND DISTANT 260.00 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF VINE STREET 100.00 FEET WIDE, AS SHOWN ON THE MAP OF SAID TRACT NO. 18237; THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A POINT IN THE NORTHERLY LINE OF SAID LOT 1; THENCE NORTH 89° 52' 27" EAST ALONG SAID LAST MENTIONED NORTHERLY LINE TO THE EASTERLY TERMINUS OF THAT CERTAIN COURSE IN THE NORTHERLY LINE OF SAID LOT SHOWN ON THE MAP OF SAID TRACT AS HAVING A BEARING AND LENGTH OF SOUTH 89° 52' 27" WEST 105.04 FEET; THENCE SOUTHERLY ALONG A TANGENT CURVE IN THE BOUNDARY LINE OF SAID LOT CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 14.49 FEET AND AN ARC LENGTH OF 23.51 FEET TO THE END THEREOF; THENCE SOUTH 07° 16' 00" EAST ALONG THE EASTERLY LINE OF SAID LOT, TO A POINT 171.50 FEET, NORTHERLY MEASURED ALONG SAID EASTERLY LINE FROM THE SOUTHEASTERLY CORNER OF SAID LOT; SAID POINT BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 07° 16' 00" EAST ALONG SAID EASTERLY LINE 171.50 FEET TO THE SOUTHEASTERLY CORNER OF SAID LOT; THENCE SOUTH 89° 37' 45" WEST 109.50 FEET ALONG THE SOUTHERLY LINE OF SAID LOT TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID SOUTHERLY LINE NORTH 48° 55' 41" WEST 35.21 FEET TO AN ANGLE POINT THEREIN; THENCE SOUTH 89° 37' 45" WEST ALONG THE SOUTHERLY LINE OF SAID LOT AND ITS WESTERLY PROLONGATION SHOWN ON SAID MAP AS HAVING A BEARING OF SOUTH 89° 37' 45" WEST AND A LENGTH OF 39.92 FEET TO A LINE WHICH IS PARALLEL WITH AND DISTANT 232.67 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF VINE STREET; THENCE NORTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE TO A POINT ON THE LINE ABOVE DESCRIBED AS BEING PARALLEL WITH THE MOST SOUTHERLY LINE OF SAID LOT; THENCE EASTERLY ALONG SAID LINE TO THE LINE ABOVE DESCRIBED AS BEING PARALLEL WITH AND DISTANT 260.00 FEET EASTERLY OF THE CENTER LINE OF VINE STREET; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO THE INTERSECTION WITH A LINE PERPENDICULAR TO THE LINE ABOVE DESCRIBED AS THE EASTERLY LINE OF SAID LOT AT THE TRUE POINT OF BEGINNING; THENCE NORTH 89° 44" EAST ALONG SAID PERPENDICULAR LINE TO THE TRUE POINT OF BEGINNING.

SAID LAND IS ALSO KNOWN AS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 1, TRACT NO. 18237, AS PER MAP RECORDED IN BOOK 529 PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, CALIFORNIA, SAID POINT BEING ON THE EASTERLY RIGHT OF WAY OF VINE STREET 100' WIDE; THENCE NORTH DEGREES 15°52'W 119.96'; THENCE NORTH DEGREES 37°21'W 182.67' TO THE TRUE POINT OF BEGINNING; THENCE NORTH DEGREES 37°12'W 22.30'; THENCE NORTH DEGREES 15°52'W 101.80'; THENCE NORTH DEGREES 44°08'E 150.07' TO THE WESTERLY RIGHT OF WAY OF ARGYLE AVENUE 75' WIDE; THENCE SOUTHERLY ALONG SAID RIGHT OF WAY; 500 DEGREES 15°48'E 171.50' TO THE NORTHERLY RIGHT OF WAY OF A PUBLICLY DEDICATED ALLEY WAY BEING 20' WIDE THENCE ALONG SAID RIGHT OF WAY; 589 DEGREES 37°21'W 108.50' THENCE NORTH DEGREES 85°05'W 30.22' THENCE SOUTH DEGREES 37°12'W 45.16' TO A POINT WHICH BEARS 300 DEGREES 15°52'E FROM THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH DEGREES 15°52'E 49.99' RETURNING TO THE POINT OF BEGINNING.

PARCEL 2:

A NON-EXCLUSIVE EASEMENT FOR PARKING SPACES AS SET FORTH IN THAT CERTAIN UNRECORDED PARKING EASEMENT AGREEMENT DATED AS OF MARCH 27, 2001, SUBJECT TO THE TERMS THEREIN PROVIDED, AS DISCLOSED BY THAT CERTAIN INSTRUMENT ENTITLED "MEMORANDUM OF PARKING EASEMENT AGREEMENT" RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528743, OFFICIAL RECORDS, AND SUBJECT TO THE TERMS AND PROVISIONS OF THAT CERTAIN "SUBORDINATION, NON-DISTURBANCE AND ATTORNEY AGREEMENT", RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-0528748 OF OFFICIAL RECORDS, SAID PARKING SPACES ARE LOCATED ON THE PROPERTY DESCRIBED IN EXHIBIT B ATTACHED TO SAID MEMORANDUM OF PARKING EASEMENT AGREEMENT.

LEGAL DESCRIPTION

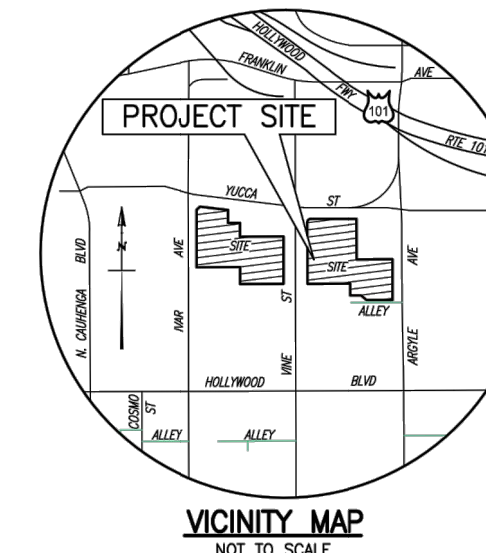
(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER No. 00000084196-894-LT2-08 DATED JANUARY 28, 2018) (CONTINUED)

PARCEL J: (APN 5546-030-034)

THOSE PORTIONS OF LOT 1 OF TRACT NO. 18237, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 529 PAGES 10 AND 11 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND LOT 6 OF CENTRAL HOLLYWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 OF THE CENTRAL HOLLYWOOD TRACT NO. 2, PER MAP RECORDED IN BOOK 6 PAGE 144 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 6, NORTH 89° 37' 45" EAST 57.00 FEET, NORTH 07° 15' 52" WEST 153.00 FEET, MORE OR LESS, TO THE WESTERLY LINE OF THE EASTERLY 87.00 FEET OF SAID LOT 6; THENCE NORTH 07° 15' 52" WEST 60.00 FEET TO THE SOUTHERLY LINE OF LOT 1 OF TRACT NO. 18237, PER MAP RECORDED IN BOOK 529, PAGES 10 AND 11, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE BOUNDARY OF SAID LOT 1, NORTH 89° 37' 45" EAST 57.00 FEET, NORTH 07° 15' 52" WEST 30.00 FEET, SOUTH 89° 37' 45" WEST 22.03 FEET, AND NORTH 07° 22' 15" WEST 40.00 FEET; THENCE SOUTH 89° 37' 45" WEST 5.29 FEET, MORE OR LESS, ALONG THE WESTERLY PROLONGATION OF A COURSE IN THE SOUTHERLY BOUNDARY OF SAID LOT 1, TO A LINE WHICH IS PARALLEL WITH AND DISTANT 232.67 FEET EASTERLY MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF VINE STREET (100 FEET WIDE); THENCE NORTH 07° 15' 52" WEST 49.87 FEET, MORE OR LESS, ALONG SAID PARALLEL LINE TO A LINE WHICH IS PARALLEL WITH AND 119.96 FEET NORTHERLY MEASURED AT RIGHT ANGLES, FROM THE MOST SOUTHERLY BOUNDARY LINE OF SAID LOT 1; THENCE SOUTH 89° 37' 45" WEST 182.67 FEET TO THE EAST LINE OF VINE STREET; THENCE SOUTH 07° 15' 52" EAST 179.96 FEET TO THE POINT OF BEGINNING.

SAID LAND IS SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED MARCH 30, 2001 AS INSTRUMENT NO. 01-528740.



AREAS		STREET DESIGNATIONS	
TOTAL EXISTING PROPERTY AREA	194,495 SQ. FT. OR 4.465 AC.	IVAR AVENUE	LOCAL STREET STD.
TOTAL PROPOSED SIDEWALK EASEMENT AREA	5,163 SQ. FT. OR 0.119 AC.	YUCCA STREET WEST	AVENUE II
TOTAL PROPOSED ALLEY MENDER AREA	1,267 SQ. FT. OR 0.029 AC.	VINE STREET	AVENUE II
TOTAL AREA FOR F.A.R. CALCULATIONS	200,925 SQ. FT. OR 4.613 AC.	YUCCA STREET EAST	LOCAL STREET STD.
		ARGYLE AVENUE	LOCAL STREET STD.

EXCEPTIONS

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER No. 00000084196-894-LT2-08 DATED JANUARY 28, 2018)

THE FOLLOWING MATTERS AFFECT PARCELS A, B, C, D & E:

3) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

PURPOSE: PUBLIC STREET AND HIGHWAY
RECORDING DATE: OCTOBER 18, 1929
RECORDING DATE: 1085, IN BOOK 9421, PAGE 173, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

4) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 16, 1955
RECORDING NO: 2621, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JUNE 21, 1957
RECORDING NO: 3781, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

8. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

RECORDING DATE: DECEMBER 18, 2000
RECORDING NO: 00-1966012, OFFICIAL RECORDS

REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS AFFECTING PARCELS A, B, C, D & E NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

THE FOLLOWING MATTERS AFFECT PARCELS F & G:

22. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

RECORDING DATE: FEBRUARY 23, 2001
RECORDING NO: 01-0307395, OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

MATTERS AFFECTING PARCELS F & G NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

THE FOLLOWING MATTERS AFFECT PARCEL H:

26) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

PURPOSE(S): FUTURE STREET
RECORDING DATE: JULY 14, 1987
RECORDING NO: 87-111284 OF OFFICIAL RECORDS

AFFECTS: PORTIONS OF THE LAND, THE EXACT LOCATION OF WHICH CAN BE DETERMINED BY EXAMINATION OF THE ABOVE-MENTIONED INSTRUMENT, WHICH CONTAINS A COMPLETE LEGAL DESCRIPTION OF THE AFFECTED PORTIONS OF SAID LAND.

LIMITATIONS ON THE USE, BY THE OWNERS OF SAID LAND, OF THE EASEMENT AREA AS SET FORTH IN THE EASEMENT DOCUMENT SHOWN HERE IN ABOVE.

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED APRIL 12, 1989 AS INSTRUMENT NO. 89- 567553 OF OFFICIAL RECORDS.

MATTERS AFFECTING PARCEL H NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

MATTERS AFFECTING PARCELS I & J NOT LISTED HEREON ARE NOT EASEMENT ITEMS AND/OR ARE BLANKET IN NATURE

COMMENTS

BOUNDARY LINES WERE ESTABLISHED FROM THE RECOVERED CITY, COUNTY AND/OR PRIVATE ENGINEER MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.

④ INDICATES PRELIMINARY TITLE REPORT EXCEPTION NUMBER PLOTTED HEREON

SITE ADDRESS 1749, 1755, 1777 VINE STREET, 1754 IVAR AVENUE, AND 6334 YUCCA STREET, LOS ANGELES, CA

APN NO. 5546-004-006, 5546-004-020, 5546-004-021, 5546-004-029, 5546-004-030, 5546-004-032, 5546-030-028, 5546-030-029, 5546-030-031, 5546-030-032, 5546-030-033, & 5546-030-034 (PORTION)

DATE OF SURVEY FEBRUARY 11, 2018

THE BEARING OF N07°16'10"00" ALONG THE CENTERLINE OF VINE STREET AS SHOWN ON TRACT NO. 60544, AS FILED IN BOOK 1325, PAGES 54 & 55, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK CITY OF LA B&M 12-20869,
1FT N/O N CURB YUCCA ST 3FT E/O BCR E/O VINE ST W/S CS

E.L.E.V. = 400.846 FT; NAD 1929, RECORDED 1985

FLOOD INSURANCE RATE MAP SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "X" BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 99337C1605E, WITH A DATE OF IDENTIFICATION OF SEPTEMBER 26, 2008, FOR COMMUNITY NUMBER 05043, IN COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

UTILITIES ALL VISIBLE ABOVE-GROUND UTILITY FEATURES SHOWN ON THIS MAP WERE OBTAINED BY CONVENTIONAL MEANS. ABOVE-GROUND UTILITIES WERE CORRELATED WITH CITY OF LA SUBSTRUCTURE MAPS TO IDENTIFY UNDERGROUND UTILITY LINES SHOWN HEREON. NO REPRESENTATION IS MADE AS TO THE COMPLETENESS OF SAID UTILITY INFORMATION AND ANY USER OF THIS INFORMATION SHOULD CONTACT THE UTILITY OR GOVERNMENT AGENCY DIRECTLY.

PUBLIC ACCESS PUBLIC ACCESS TO SITE FROM YUCCA STREET, IVAR STREET, VINE STREET AND ARGYLE AVENUE.

ZONING EXISTING: (TY)C2-2-SN
ZONING INFORMATION WAS OBTAINED PER CITY OF LA ZIMAS WEBSITE DECEMBER 15, 2017
<http://www.hollywood.org/>

SETBACKS
FRONT: NONE REQUIRED
SIDE: NONE REQUIRED
REAR: NONE REQUIRED

FAR: NO LIMIT
BUILDING HEIGHT: NO LIMIT

PREPARED UNDER THE DIRECTION OF:

Digitally signed by Christopher Jones, PLS
DN: cn=Christopher Jones, PLS, email=chris.jones@kpf.com, ou=KPF, o=KPF, c=US
Date: 2018.03.30 09:30:30-0700
03/30/2018

CHRISTOPHER JONES, PLS #1933 DATE:



NO.	DATE	REVISIONS
6		
5		
4	18/03/30	AREA UPDATE
3	18/03/29	BOUNDARY AND AREA UPDATE
2	18/03/08	MAP UPDATE, TITLE REPORT & LEGAL UPDATE
1	18/02/15	MAP UPDATE

PROJECT #	1700060
DATE PREPARED	12/20/2017
DRAWN BY	DA
CHECKED BY	CJ
HOLLYWOOD CENTER	
PREPARED FOR:	
MAYER BROWN LLP	
350 SOUTH GRAND AVENUE, 25TH FLOOR	
LOS ANGELES, CA 90071	



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SHEET 1 OF 4

HOLLYWOOD CENTER

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LANDSCAPE ARCHITECT
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SURVEY
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700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
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NO.	DATE	ISSUANCE
APRIL 2018		ENTITLEMENT SUBMISSION
SEPT. 2020		ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

SURVEY DESCRIPTION

DRAWING NO:

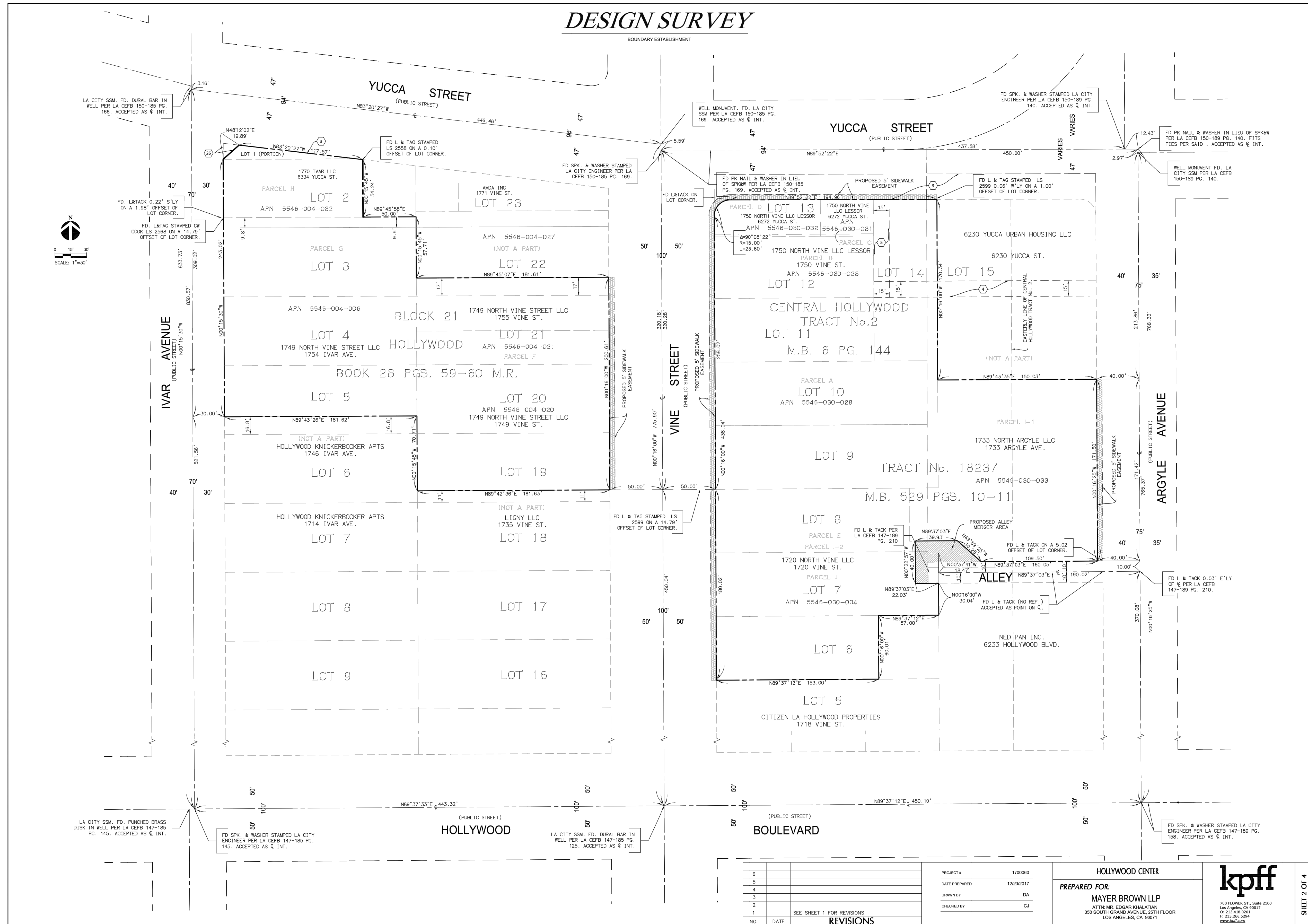
G-003

SURVEY OVERALL SITE

SCALE: NTS

HOLLYWOOD CENTER

DESIGN SURVEY



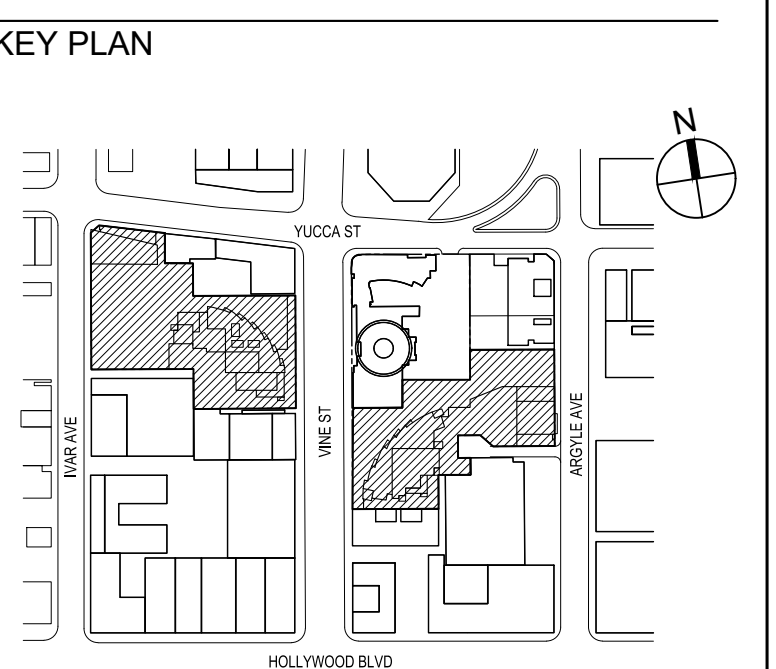
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NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION
2	SEPT. 2020	ENTITLEMENT SUBMISSION



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

6		PROJECT #	1700060
5		DATE PREPARED	12/20/2017
4		DRAWN BY	DA
3		CHECKED BY	CJ
2			
1	SEE SHEET 1 FOR REVISIONS		
NO.	DATE	REVISIONS	

HOLLYWOOD CENTER

PREPARED FOR:
MAYER BROWN LLP
ATTN: MR. EDGAR KHALATIAN
350 SOUTH GRAND AVENUE, 25TH FLOOR
LOS ANGELES, CA 90071

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SHEET 2 OF 4

DRAWING TITLE:
SURVEY OVERALL SITE

DRAWING NO:
G-004

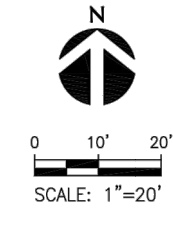
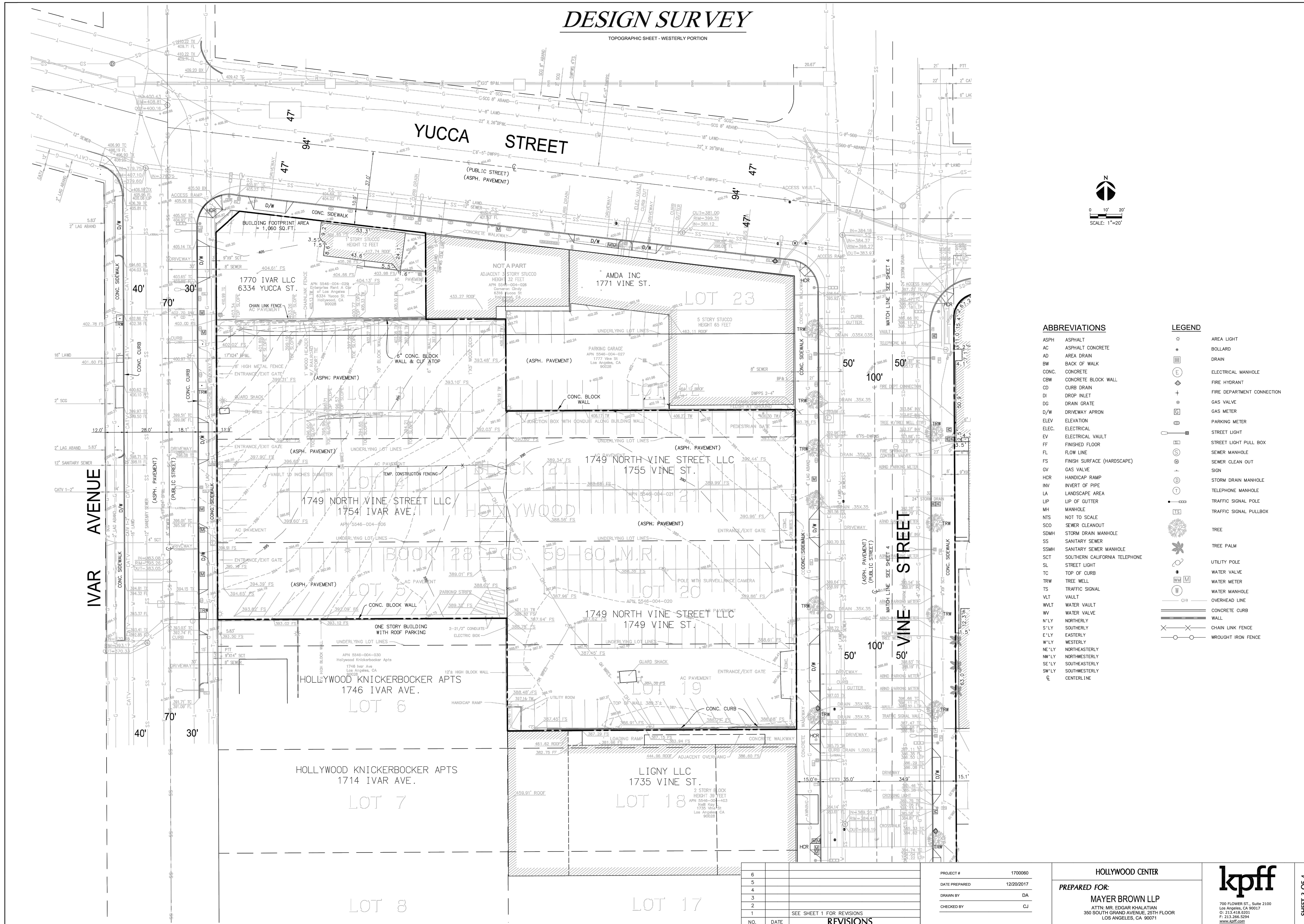
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SURVEY WEST SITE

SCALE: NTS

DESIGN SURVEY

TOPOGRAPHIC SHEET - WESTERLY PORTION



ABBREVIATIONS

- ASPH ASPHALT
- AC ASPHALT CONCRETE
- AD AREA DRAIN
- BW BACK OF WALK
- CONC. CONCRETE
- CBW CONCRETE BLOCK WALL
- CD CURB DRAIN
- DI DROP INLET
- DG DRAIN GRATE
- D/W DRIVEWAY APRON
- ELEV ELEVATION
- ELEC. ELECTRICAL
- EV ELECTRICAL VAULT
- FF FINISHED FLOOR
- FL FLOW LINE
- FS FINISH SURFACE (HARDSCAPE)
- GV GAS VALVE
- HCR HANDICAP RAMP
- INV INVERT OF PIPE
- LA LANDSCAPE AREA
- LIP LIP OF GUTTER
- MH MANHOLE
- N/S NOT TO SCALE
- SCD SEWER CLEANOUT
- SDMH STORM DRAIN MANHOLE
- SS SANITARY SEWER
- SSMH SANITARY SEWER MANHOLE
- SCT SOUTHERN CALIFORNIA TELEPHONE
- SL STREET LIGHT
- TC TOP OF CURB
- TRW TREE WELL
- TS TRAFFIC SIGNAL
- VLT VAULT
- WAT WATER VAULT
- WV WATER VALVE
- N'LY NORTHERLY
- S'LY SOUTHERLY
- E'LY EASTERLY
- W'LY WESTERLY
- NE'LY NORTHEASTERLY
- NW'LY NORTHWESTERLY
- SE'LY SOUTHEASTERLY
- SW'LY SOUTHWESTERLY
- CL CENTERLINE

LEGEND

- AREA LIGHT
- BOLLARD
- DRAIN
- ELECTRICAL MANHOLE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- GAS VALVE
- GAS METER
- PARKING METER
- STREET LIGHT
- STREET LIGHT PULL BOX
- SEWER MANHOLE
- SEWER CLEAN OUT
- SIGN
- STORM DRAIN MANHOLE
- TELEPHONE MANHOLE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL PULLBOX
- TREE
- TREE PALM
- UTILITY POLE
- WATER VALVE
- WATER METER
- WATER MANHOLE
- OVERHEAD LINE
- CONCRETE CURB
- WALL
- CHAIN LINK FENCE
- WROUGHT IRON FENCE

HOLLYWOOD CENTER

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NO.	DATE	ISSUANCE
APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

NO.	DATE	REVISIONS
6		
5		
4		
3		
2		
1		SEE SHEET 1 FOR REVISIONS

PROJECT # 1700060
DATE PREPARED 12/20/2017
DRAWN BY DA
CHECKED BY CJ

HOLLYWOOD CENTER
PREPARED FOR:
MAYER BROWN LLP
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350 SOUTH GRAND AVENUE, 25TH FLOOR
LOS ANGELES, CA 90071



SHEET 3 OF 4

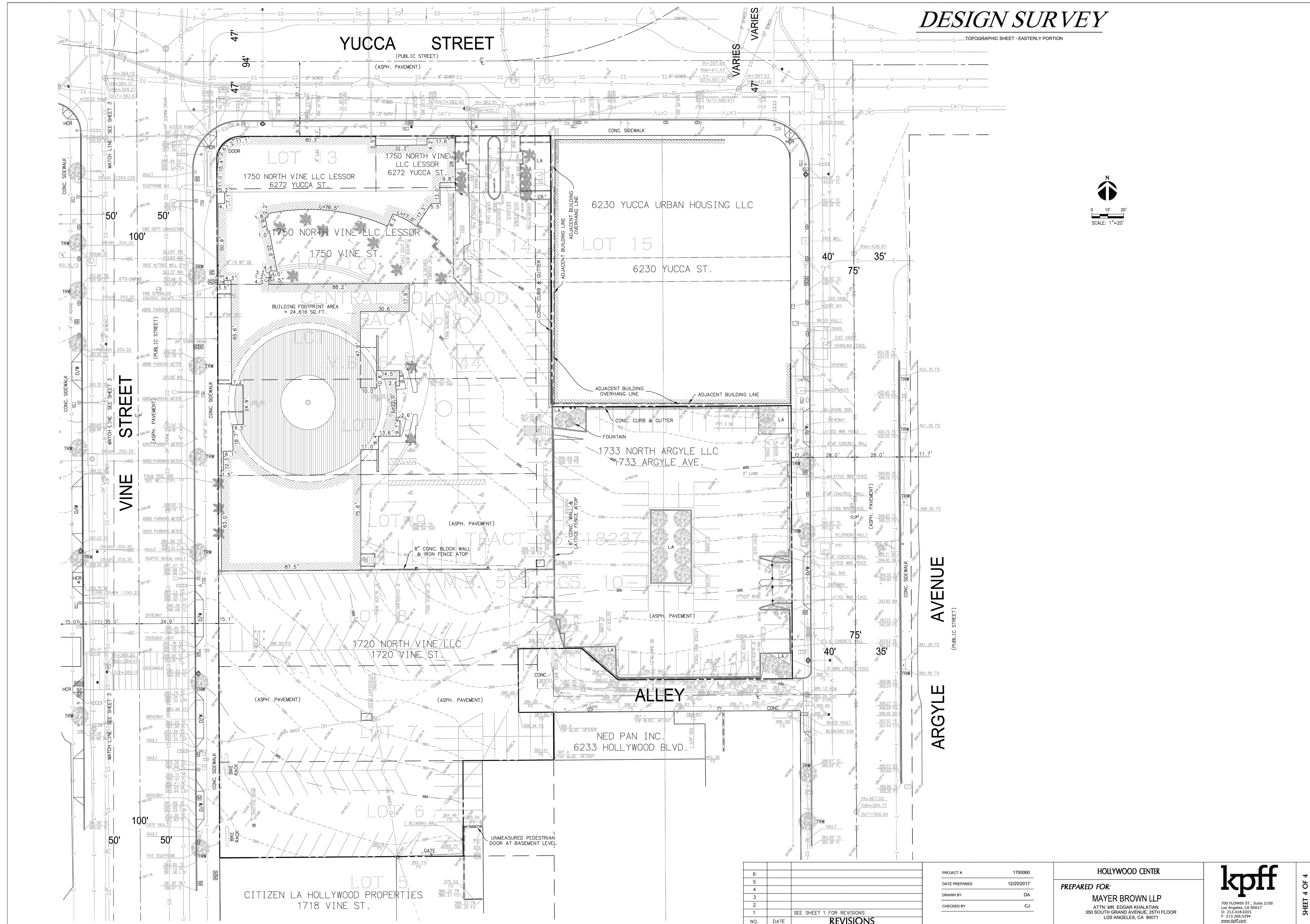
DRAWING TITLE:
SURVEY WEST SITE

DRAWING NO:
G-005

SURVEY EAST SITE

SCALE: NTS

DESIGN SURVEY



HOLLYWOOD CENTER

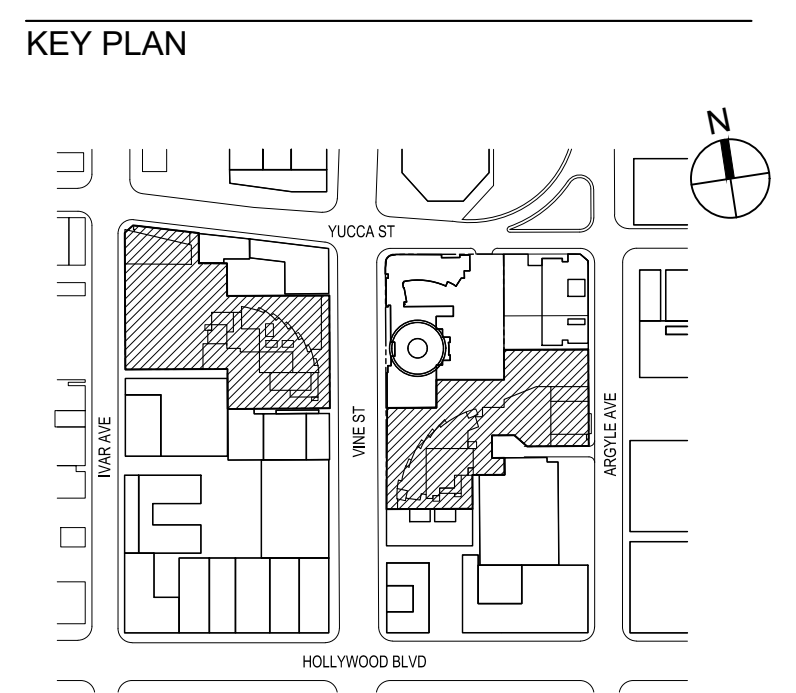
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NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION
2	SEPT. 2020	ENTITLEMENT SUBMISSION



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

NO.	DATE	REVISIONS
6		
5		
4		
3		
2		
1		SEE SHEET 1 FOR REVISIONS

PROJECT # 170000
DATE PREPARED 12/20/2017
DRAWN BY DA
CHECKED BY CJ

HOLLYWOOD CENTER
PREPARED FOR:
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350 SOUTH GRAND AVENUE, 25TH FLOOR
LOS ANGELES, CA 90071



SHEET 4 OF 4

DRAWING TITLE:
SURVEY EAST SITE

DRAWING NO:
G-006

PROJECT SUMMARY

RESIDENTIAL OPEN SPACE SUMMARY			
	REQUIRED		PROVIDED
OPEN SPACE	120,175		166,582
- COMMON (MIN 50% TOTAL OS)	60,088	(min)	122,982
- PRIVATE	-		43,600
PLANTING	15,022		23,844
25% OF REQUIRED COMMON OS			
TREES	284		284
- STREET TREES (WEST SITE)	16		16
- OTHER TREES (WEST SITE)	130		130
- STREET TREES (EAST SITE)	16		16
- OTHER TREES (EAST SITE)	122		122

UNIT MIX SUMMARY			
	WEST	EAST	TOTAL
RESIDENTIAL BUILDINGS			
1BR	195	175	370
2BR	198	172	370
3BR	56	76	132
SUB-TOTAL	449	423	872
SENIOR BUILDINGS			
1BR	59	53	112
2BR	9	12	21
SUBTOTAL	68	65	133
TOTAL PROVIDED	517	488	1005
TOTAL ALLOWED (200,971 / 200)			1,005

PROJECT ADDRESS	6236-6270, and 6334 West Yucca Street 1720-1770 North Vine Street 1746-1764 North Ivar Avenue 1733-1741 Argyle Avenue
GENERAL PLAN DESIGNATION	Regional Center Commercial
EXISTING ZONE	C4-2D-SN

APN & LEGAL				
APN	LOT	ARB	BLOCK	TRACT
5546-030-028	LT 1	2	None	TR 18237
5546-030-031	FR 13	3	None	Central Hollywood Tract No. 2
5546-030-032	FR 13	2	None	Central Hollywood Tract No. 2
5546-030-033	LT 1	3	None	TR 18237
5546-030-034	FR 6	None	None	Central Hollywood Tract No. 2
5546-004-032	FR 13	None	21	Hollywood
5546-004-029	FR 2	1	21	Hollywood
5546-004-006	4	1	21	Hollywood
5546-004-020	21	2	21	Hollywood
5546-004-021	21	1	21	Hollywood

PARKING & BIKE SUMMARY						
	CAR		BIKE ³			
	REQ.	PROV.	SHORT TERM		LONG TERM	
			REQ.	PROV.	REQ.	PROV.
Residential	832	1,336	55	55	552	552
Commercial	157	185 ²	15	15	15	15
TOTAL	989	1,521	70	70	567	567

- 1 PER AB 744, ANY NUMBER OTHER THAN A WHOLE NUMBER SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER.
- 2 INCLUSIVE OF THE 97 CAPITOL RECORDS Cofo
- 3 DOES NOT INCLUDE BIKE PARKING FOR EXISTING USES

PARKING DISTRIBUTION					
Location	Self Park	Tandem (Valet)	Mech. Stackers (Valet)	Total Parking Spaces	
West Site					
Level 1	39	0 (x1)	0 (x2)	39	
B1	76	0 (x1)	0 (x2)	76	
B2	94	0 (x1)	0 (x2)	94	
B3	151	0 (x1)	0 (x2)	151	
B4	151	0 (x1)	0 (x2)	151	
B5	0	0 (x1)	163 (x2)	326	
TOTAL	511	0	163	837	
East Site					
Level 1	24	0 (x1)	0 (x2)	24	
B1	68	0 (x1)	0 (x2)	68	
B2	66	0 (x1)	0 (x2)	66	
B3	133	0 (x1)	0 (x2)	133	
B4	133	0 (x1)	0 (x2)	133	
B5	0	0 (x1)	130 (x2)	260	
TOTAL	424	0	130	684	

SITE SUMMARY	
WEST SITE AREA	78,629
EAST SITE AREA	+ 115,866
TOTAL SITE AREA	194,495 SF
EAST SITE ALLEY MERGER	+ 1,313
EAST SITE SIDEWALK MERGER AREA	+ 4,160
WEST SITE SIDEWALK MERGER AREA	+ 1,003 SF
TOTAL PROJECT SITE LOT AREA	200,971
TOTAL PROPOSED	
WEST BUILDING	576,699
WEST SENIOR BUILDING	72,045
EAST BUILDING	562,850
EAST SENIOR BUILDING	+ 75,556
TOTAL NEW PROPOSED FLOOR AREA	1,287,150 SF
EXISTING CAPITOL RECORDS BUILDING	+ 114,303
TOTAL BUILDABLE AREA USED	1,401,453 SF
TOTAL FAR	6.973

PROPOSED BUILDING HEIGHTS	
	Bldg Height (T.O. Mech)
WEST BUILDING	469.00 ft
WEST SENIOR BUILDING	155.00 ft
EAST BUILDING	595.00 ft
EAST SENIOR BUILDING	150.00 ft

HOLLYWOOD CENTER

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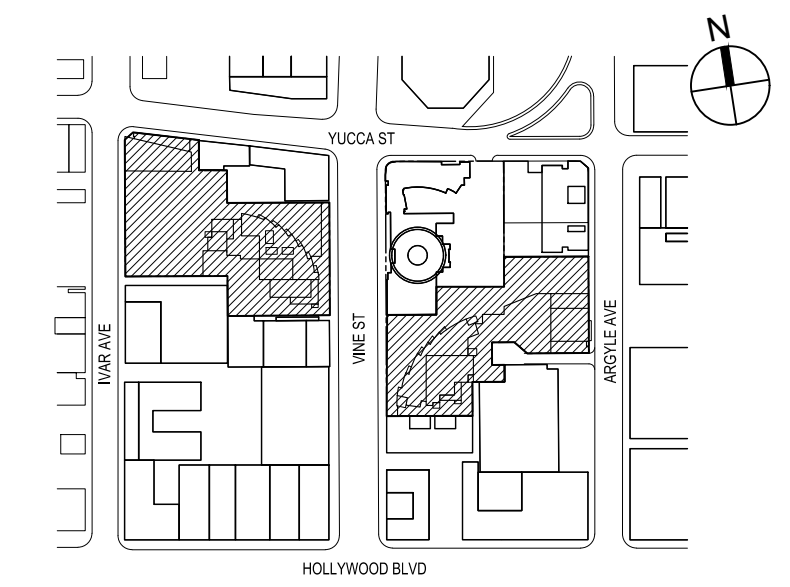
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NO.	DATE	ISSUANCE
APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

PROJECT SUMMARY

DRAWING NO:

G-007

WEST SITE

WEST SITE UNIT MIX				
WEST BUILDING	TYPE	AVG. AREA	COUNT	AREA
	1BR		901 SF	195
2BR		1,316 SF	198	260,582 SF
3BR		1,669 SF	51	85,115 SF
3BR (PH)		2,727 SF	5	13,636 SF
TOTAL			449	534,947 SF *

WEST SENIOR BUILDING	TYPE	AVG. AREA	COUNT	AREA
	1BR		858 SF	59
2BR		1,296 SF	9	11,661 SF
TOTAL			68	62,289 SF *

TOTAL			517	597,236 *
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* NOTE: NUMBERS ARE ROUNDED UP TO THE NEAREST WHOLE NUMBER WHEN DECIMAL IS GREATER THAN OR EQUAL TO .5

WEST SITE AREA BREAKDOWN						
LEVEL	ZONING FLOOR AREA (SF)	PARKING	RETAIL / RESTAURANT	RESIDENTIAL	RESIDENTIAL AMENITY, LOBBIES, BOH	
			AREA PER FLOOR (SF) (ZFA)	AREA PER FLOOR (SF) (ZFA)	AREA PER FLOOR (SF) (ZFA)	
WEST SENIOR BUILDING						
IVAR GROUND	7,861	-	5,941	-	1,920.0	
2	6,224	-	-	4,328.6	1,895.0	
3-10 (8 FLOORS)	51,520	-	-	6,440.0	-	
11	6,440	-	-	6,440.0	-	
MECH PH	-	-	-	-	-	
SUB-TOTAL	72,045 *	-	5,941	62,288.6	3,815.0	
WEST BUILDING						
B5	-	-	-	-	-	
B1-B4	-	-	-	-	-	
VINE GROUND	13,059	-	3,810.0	-	9,248.6	
1M	28,693	-	2,940.0	-	25,752.6	
2-25 (LO-TIER, 24 FLOORS)	379,136	-	-	15,797.3	-	
26-34 (HI-TIER, 9 FLOORS)	142,176	-	-	15,797.3	-	
35	13,635	-	-	13,635.3	-	
MECH PH	-	-	-	-	-	
SUB-TOTAL	576,699 *	-	6,750.0	534,946.9	35,001.3	
WEST SITE DEVELOPMENT TOTALS		648,744 *	-	12,691.0	597,235.5	38,816.3

* NOTE: NUMBERS ARE ROUNDED UP TO NEAREST WHOLE NUMBER WHEN DECIMAL IS GREATER THAN .5

NOTES

1. ALL FIGURES APPROXIMATE
2. GROSS TO ZONING FACTOR ASSUMPTIONS: 4% RETAIL, 8% RESIDENTIAL, 8% SPORTS CLUB
3. ASSUMES HEIGHT AND NUMBER OF STORIES FOR EACH TOWER CALCULATED INDEPENDENTLY, AND THAT MECHANICAL FLOORS DO NOT COUNT AS STORIES

CAR PARKING WEST SITE					
WEST BUILDING	UNIT TYPE	sp/br	# Units	Code Required	Provided
	1 BR	0.5	195	98.0	196
	2 BR	0.5	198	198.0	396
	3 BR	0.5	56	84.0	168
	SUBTOTAL		449	380.0 *	760
WEST SENIOR BUILDING		sp/br	# Units	Code Required	Provided
	1 BR	0.5	59	29.5	30
	2 BR	0.5	9	9.0	9
	SUBTOTAL		68	39.0 *	39
COMMERCIAL					
	Per 1000sf	2	12,691	25.0 *	38
TOTAL PARKING SPACES				444 *	837
NUMBER OF EV-CHARGING STATIONS (INCLUSIVE)					84
NUMBER OF EV-READY SPACES (INCLUSIVE)					251

* NOTE: RESIDENTIAL PARKING FOR BOTH WEST BUILDING AND WEST SENIOR BUILDING ARE PER AB744 (PARKING OPTION 3)

* NOTE: PER AB 744, ANY NUMBER OTHER THAN A WHOLE NUMBER SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER.

BIKE PARKING					
Unit Range	sp/unit	# Units	Req/Prd	SHORT TERM	
				sp/unit	Req/Prd
1~25	1.00	25	25	0.100	2.50
26~100	0.67	75	50	0.067	5.00
101~200	0.50	100	50	0.050	5.00
200+	0.25	249	62	0.025	6.23
		449	187		19.0
sp/ unit		# Units	Req/Prd		
1~25	1.00	25	25	0.100	2.5
26~100	0.67	43	29	0.067	2.9
101~200	0.50	0	0	0.050	0.0
		68	54		5.0
1 / 2000sf			12,691	6	6
TOTAL BIKE SPACES REQUIRED & PROVIDED				247	30

HOLLYWOOD CENTER

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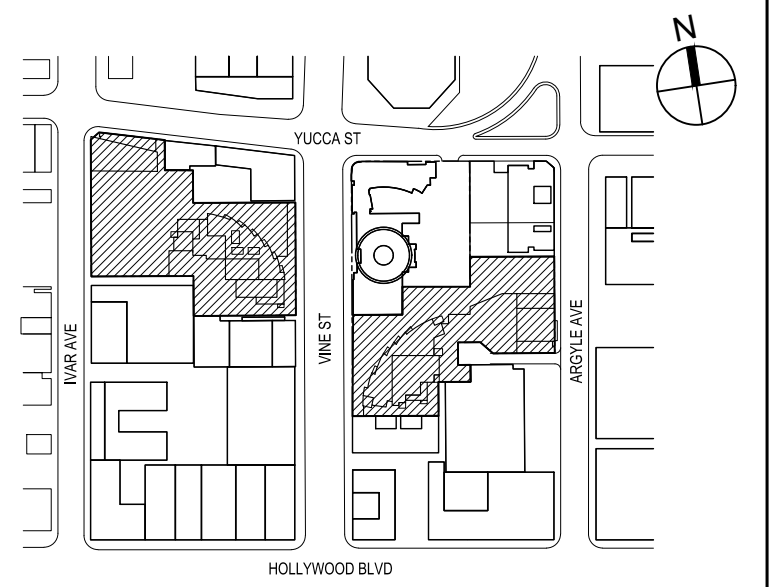
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NO.	DATE	ISSUANCE
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - DATA

DRAWING NO:

G-008

WEST SITE OPEN SPACE

WEST SITE TREE CALCULATION	
PER LAMC SECTION 12.21 G.2 - MIN. 24" BOX TREE PER 4 UNITS REQUIRED	
TREES REQUIRED WITH 770 UNITS	112.25
TREES REQUIRED WITH 133 UNITS	17.00
TOTAL WEST SITE TREES REQUIRED	130.00
WEST SITE TREES PROVIDED:	
WEST SITE STREET TREES PROVIDED (8 REMOVED, 2:1 REPLACEMENT):	16
TOTAL TREES PROVIDED	146

REFER TO LANDSCAPE SHEETS L-001 TO L-136 FOR ADDITIONAL INFORMATION

WEST SITE OPEN SPACE PROVIDED	
OUTDOOR COMMON OPEN SPACE	
West Site Paseo (Grade Level)	8,932
West Bldg Sunken Garden (Mezz Level)	2,022
West Bldg Amenity Deck (Level 2)	25,087
Sr. Affordable Common Terrace (Level 2)	1,080
Sr. Affordable Common Roof Terrace (Level 13)	4,935
TOTAL OUTDOOR COMMON SPACE	42,056 SF
<i>MIN. REQUIRED OUTDOOR COMMON SPACE (50% OF TOTAL REQUIRED OS)</i>	
	30,538
INDOOR AMENITY SPACES	
West Bldg Indoor Amenities (Mezz Level)	15,462
West Bldg Amenity Pavilions (Level 2)	4,702
Sr. Affordable Multi-purpose Room (Level 2)	2,082
TOTAL INDOOR AMENITY SPACE	22,246 SF
PRIVATE OPEN SPACE	
West Bldg Private Residential Balconies	22,450 SF
TOTAL OPEN SPACE PROVIDED	86,752 SF
TOTAL OPEN SPACE REQUIRED	61,075 SF

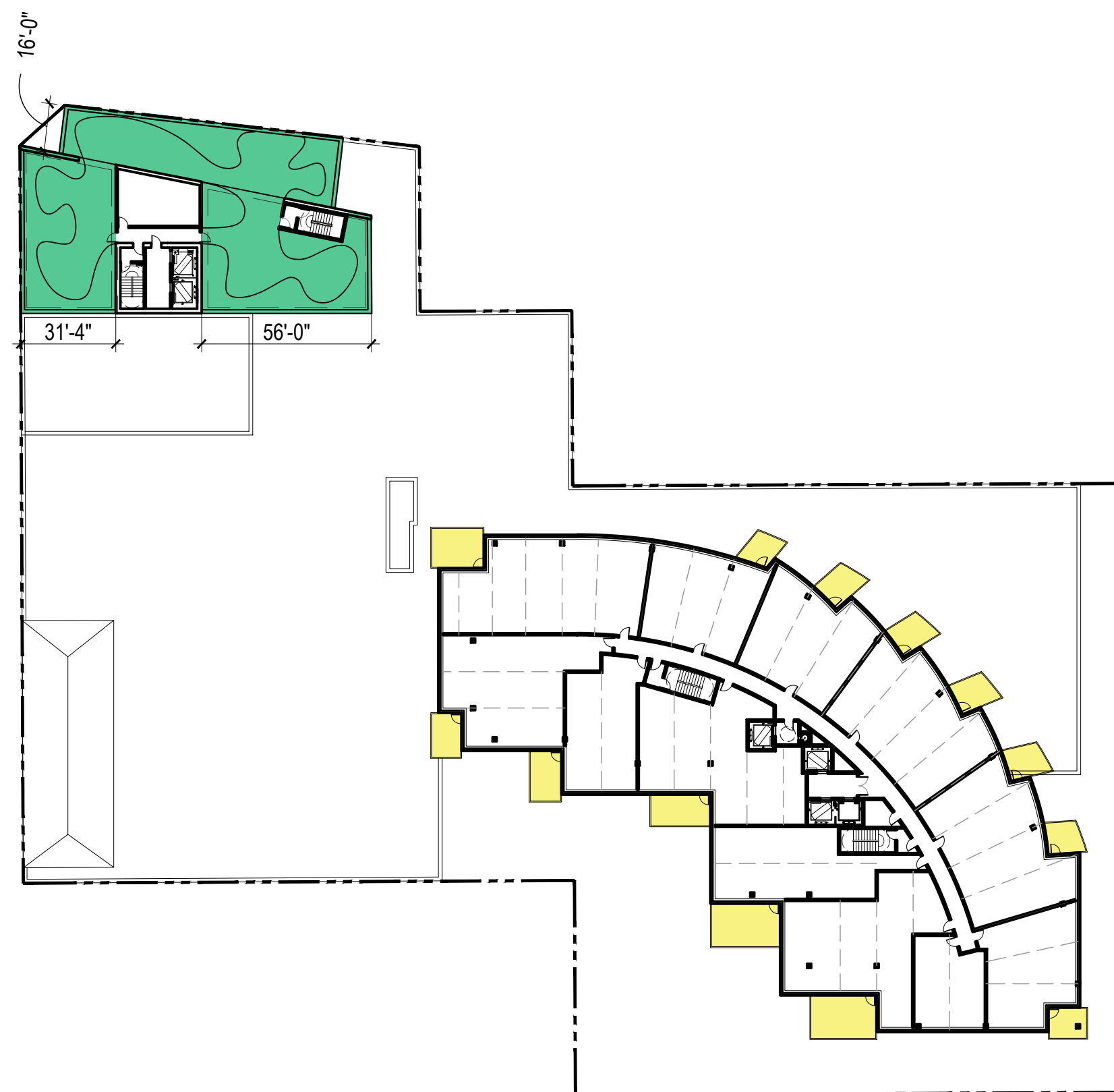
Note: The Project includes approximately 872 residential balconies, all of which meet requirements to qualify as private open space (see drawing 1 on sheet G-020). The Project will comply with LAMC limitations and count Private Open Space provided by balconies as no more than 25% of total required "Open Space". Per LAMC, The Project counts balconies as no more than 50sf of Open Space each.

WEST SITE - OPEN SPACE REQUIRED			
WEST BUILDING			
UNIT TYPE (HABITABLE ROOMS)	NUMBER	RQ'D AREA/UNIT	RQ'D OPEN SPACE
0BR	0 DU	100 SF	0 SF
1BR	195 DU	100 SF	19,500 SF
2 BR	198 DU	125 SF	24,750 SF
3 BR	56 DU	175 SF	9,800 SF
TOTAL	449 DU		54,050 SF

WEST SENIOR BUILDING			
UNIT TYPE (HABITABLE ROOMS)	NUMBER	RQ'D AREA/UNIT	RQ'D OPEN SPACE
0BR	0 DU	100 SF	0 SF
1BR	59 DU	100 SF	5,900 SF
2 BR	9 DU	125 SF	1,125 SF
3 BR	0 DU	175 SF	0 SF
TOTAL	68 DU		7,025 SF

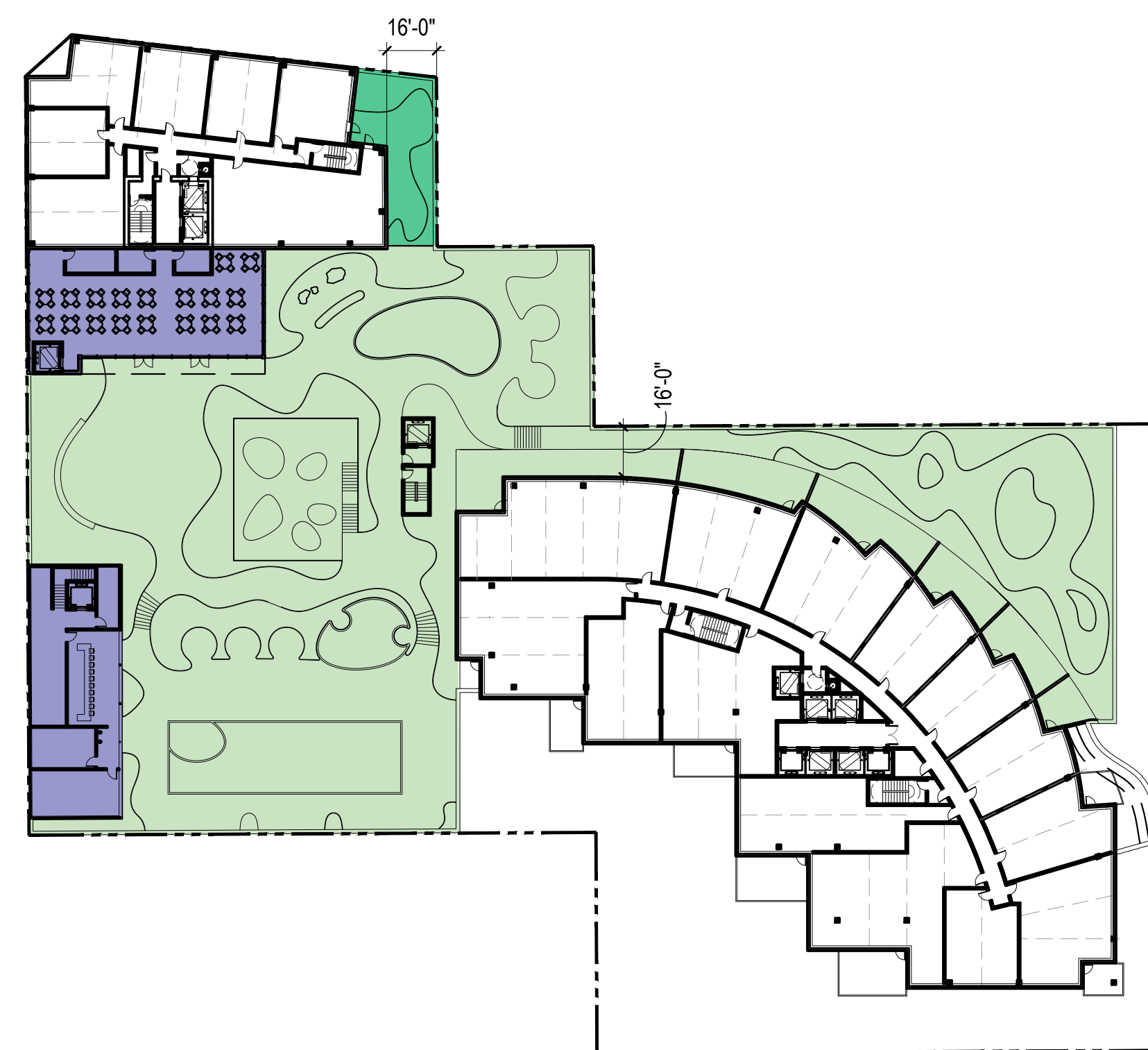
TOTAL 61,075 SF

PLANTING REQUIREMENT -	
25% OF COMMON OPEN SPACE IS REQUIRED TO BE PLANTED	
61,075 sf (required OS) x 50% (Min Common OS) x 25% (Min Planting) =	7,634 SF
West Site Paseo (Grade Level) PLANTING	
	-
West Bldg Sunken Garden (Mezz Level) PLANTING	
	430
West Bldg Amenity Deck (Level 2) PLANTING	
	10,184
Sr. Affordable Common Terrace (Level 2) PLANTING	
	490
Sr. Affordable Common Roof Terrace (Level 13) PLANTING	
	2,290
SF OF PLANTED COMMON OPEN SPACE PROVIDED	13,394 SF



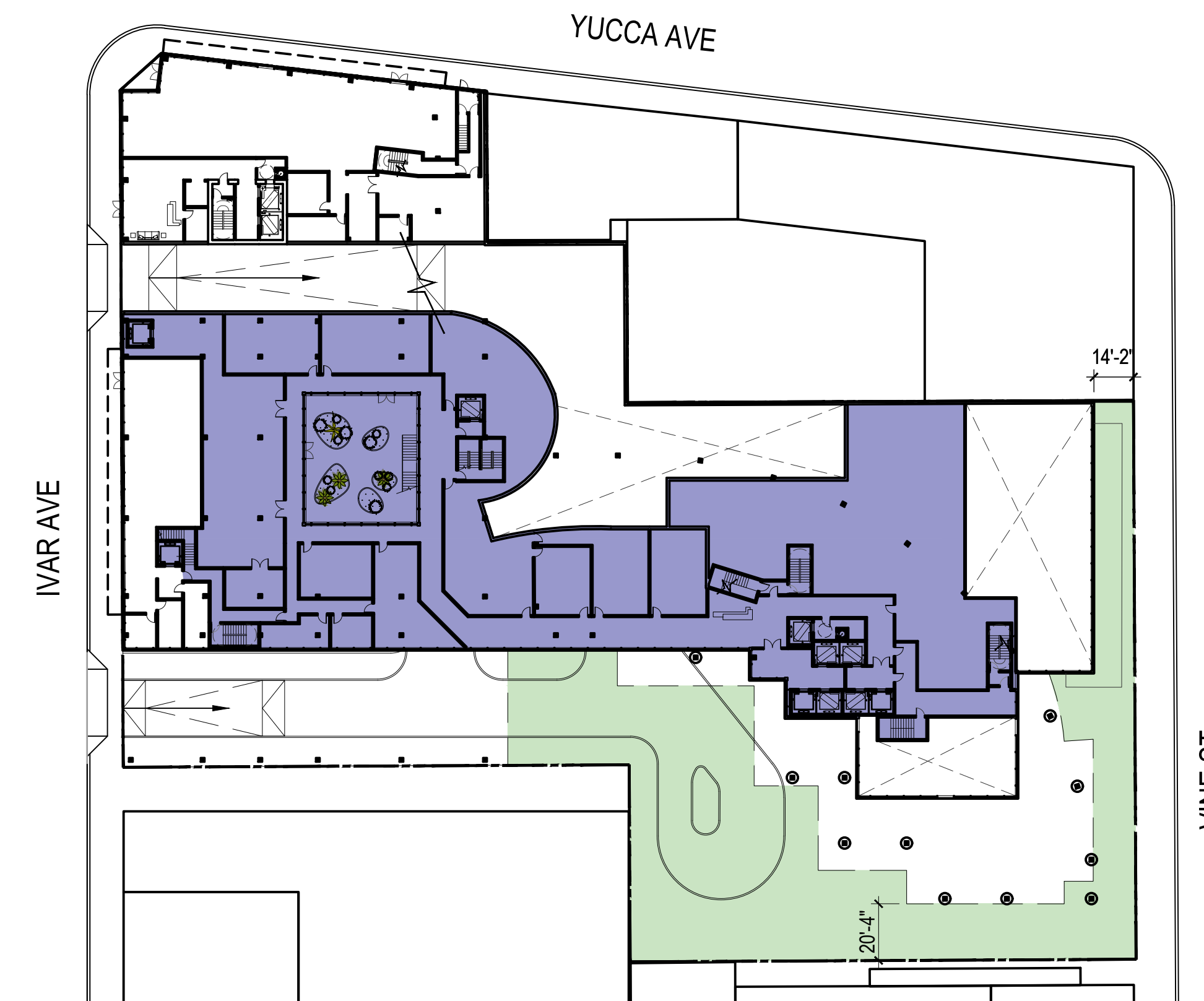
SENIOR AFFORDABLE ROOF PLAN
SCALE: NTS

3



LEVEL 2 AMENITY DECK
SCALE: NTS

2



GROUND LEVEL PLAN
SCALE: NTS

1

LEGEND	
■	INDOOR AMENITY SPACE
■	OUTDOOR COMMON SPACE
■	SENIOR OUTDOOR COMMON SPACE
■	BALCONY/TERRACE SPACE

HOLLYWOOD CENTER

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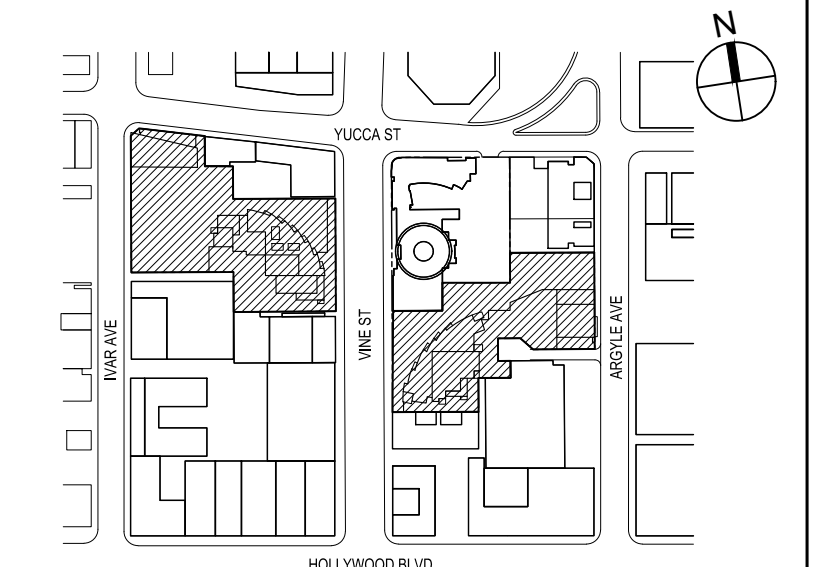
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - OPEN SPACE

DRAWING NO:

G-009

EAST SITE

HOLLYWOOD CENTER

EAST SITE UNIT MIX				
EAST BUILDING	TYPE	AVG. AREA	COUNT	AREA
	1BR	927 sf	175	162,158
2BR	1,398 sf	172	240,384	
3BR	1,629 sf	71	115,693	
PH	2,171 sf	5	10,857	
TOTAL		423	529,093 *	

EAST SENIOR BUILDING	TYPE	AVG. AREA	COUNT	AREA
	1BR	840 sf	53	44,551
2BR	1,435 sf	12	17,226	
TOTAL		65	61,777 *	

TOTAL		COUNT	AREA
		488	590,870 *

* NOTE: NUMBERS ARE ROUNDED UP TO THE NEAREST WHOLE NUMBER WHEN DECIMAL IS GREATER THAN OR EQUAL TO .5

EAST SITE AREA BREAKDOWN						
	TOTAL BUILDING PROGRAM *		PARKING	RETAIL / RESTAURANT	RESIDENTIAL	RESIDENTIAL AMENITY, LOBBIES, BOH
	LEVEL	ZONING FLOOR AREA (SF)		AREA PER FLOOR (SF) (ZFA)	AREA PER FLOOR (SF) (ZFA)	AREA PER FLOOR (SF) (ZFA)
EAST SENIOR BUILDING	IVAR GROUND	11,745	-	9,905	-	1,840.0
	2	6,381	-	-	4,347.0	2,034.1
	3-10 (8 FLOORS)	51,049	-	-	6,381.1	-
	11	6,381	-	-	6,381.1	-
	MECH PH	-	-	-	-	-
SUB-TOTAL	75,556 *	-	-	9,905	61,777.1	3,874.1
EAST BUILDING	B5	-	-	-	-	-
	B1-B4	16,784	-	-	-	4,196.1
	VINE GROUND	15,161	-	5,912.0	-	9,248.6
	1M (ARGYLE)	27,421	-	1,668.0	-	25,752.6
	3-6 (LO-TIER, 4 FLOORS)	48,208	-	-	12,052.0	-
	7-29 (MID-TIER, 23 FLOORS)	277,196	-	-	12,052.0	-
	30-45 (HI-TIER, 16 FLOORS)	192,832	-	-	12,052.0	-
	46	10,856	-	-	10,856.0	-
	MECH PH	-	-	-	-	-
	SUB-TOTAL	588,458 *	-	-	7,580.0	529,092.0
EAST SITE DEVELOPMENT TOTALS		664,013.9	-	17,485.0	590,869.1	55,659.8

* NOTE: NUMBERS ARE ROUNDED UP TO NEAREST WHOLE NUMBER WHEN DECIMAL IS GREATER THAN .5

NOTES

- ALL FIGURES APPROXIMATE
- GROSS TO ZONING FACTOR ASSUMPTIONS: 4% RETAIL, 8% RESIDENTIAL, 8% SPORTS CLUB
- ASSUMES HEIGHT AND NUMBER OF STORIES FOR EACH TOWER CALCULATED INDEPENDENTLY, AND THAT MECHANICAL FLOORS DO NOT COUNT AS STORIES

CAR PARKING EAST SITE					
EAST BUILDING	UNIT TYPE	sp/br	# Units	Code Required	Provided
	1 BR	0.5	175	88.0	176
	2 BR	0.5	172	172.0	172
	3 BR	0.5	76	114.0	150
	SUBTOTAL		423	374.0 *	498
EAST SENIOR BUILDING		sp/br	# Units	Code Required	Provided
	1 BR	0.5	53	26.5	27
	2 BR	0.5	12	12.0	12
	SUBTOTAL		65	39.0 *	39
COMMERCIAL					
	Per 1000sf	2	17,485	35.0 *	50
	Capitol Records c/o			97.0	97
TOTAL PARKING SPACES				545 *	684
NUMBER OF EV-CHARGING STATIONS (INCLUSIVE)					68
NUMBER OF EV-READY SPACES (INCLUSIVE)					205

* NOTE: RESIDENTIAL PARKING FOR BOTH EAST BUILDING AND EAST SENIOR BUILDING ARE PER AB744 (PARKING OPTION 3)
 * NOTE: PER AB 744, ANY NUMBER OTHER THAN A WHOLE NUMBER SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER.

BIKE PARKING					
Unit Range	LONG TERM			SHORT TERM	
	sp/unit	# Units	Req/Prd	sp/unit	Req/Prd
1~25	1.00	25	25	0.100	2.50
26~100	0.67	75	50	0.067	5.00
101~200	0.50	100	50	0.050	5.00
200+	0.25	223	56	0.025	5.58
		423	181		18.0
sp/ unit	# Units	Req/Prd			
1~25	1.00	25	25	0.100	2.5
26~100	0.67	40	27	0.067	2.7
101~200	0.50	0	0	0.050	0.0
		65	52		5.0
1 / 2000sf		17,485	9.0		9.0
TOTAL BIKE SPACES REQUIRED & PROVIDED			242		32

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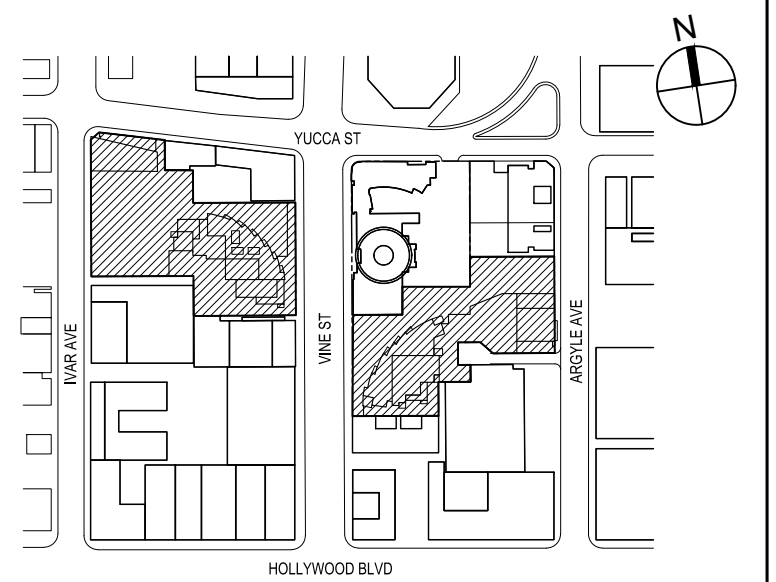
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KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - DATA

DRAWING NO:

G-010

EAST SITE

HOLLYWOOD CENTER

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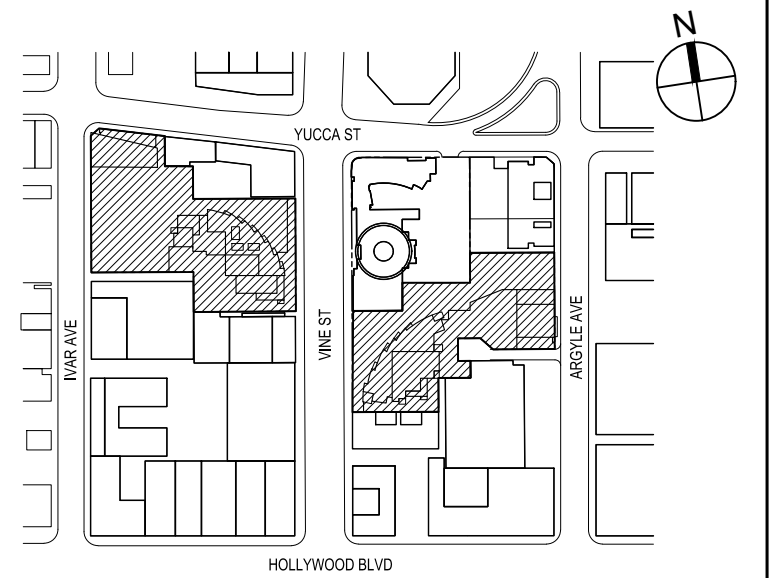
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KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - OPEN SPACE

DRAWING NO:

G-011

EAST SITE TREE CALCULATION	
PER LAMC SECTION 12.21 G.2 - MIN. 24" BOX TREE PER 4 UNITS REQUIRED	
TREES REQUIRED WITH 770 UNITS	105.75
TREES REQUIRED WITH 133 UNITS	16.25
TOTAL EAST SITE TREES REQUIRED	122.00
EAST SITE TREES PROVIDED:	122
EAST SITE STREET TREES PROVIDED (8 REMOVED, 2:1 REPLACEMENT):	16
TOTAL TREES PROVIDED	138

REFER TO LANDSCAPE SHEETS L-001 TO L-136 FOR ADDITIONAL INFORMATION

EAST SITE OPEN SPACE PROVIDED	
OUTDOOR COMMON OPEN SPACE	
East Site Paseo (Grade Level)	24,990
East Bldg Amenity Deck	14,797
Sr. Affordable Common Roof Terrace (Level 13)	5,181
TOTAL OUTDOOR COMMON SPACE	44,968 SF
<i>MIN. REQUIRED OUTDOOR COMMON SPACE (50% OF TOTAL)</i>	
	22,550
INDOOR AMENITY SPACES	
East Bldg Indoor Amenities	11,500
Sr. Affordable Multi-purpose Room (Level 2)	2,212
TOTAL INDOOR AMENITY SPACE	13,712 SF
<i>MAX. PERMITTED INDOOR COMMON SPACE (25% OF TOTAL)</i>	
	-
PRIVATE OPEN SPACE	
East Bldg Private Residential Balconies	21,150 SF
<i>MAX. PERMITTED PRIVATE OPEN SPACE (50% OF TOTAL)</i>	
	-
TOTAL OPEN SPACE PROVIDED	79,830 SF
TOTAL OPEN SPACE REQUIRED	59,100 SF

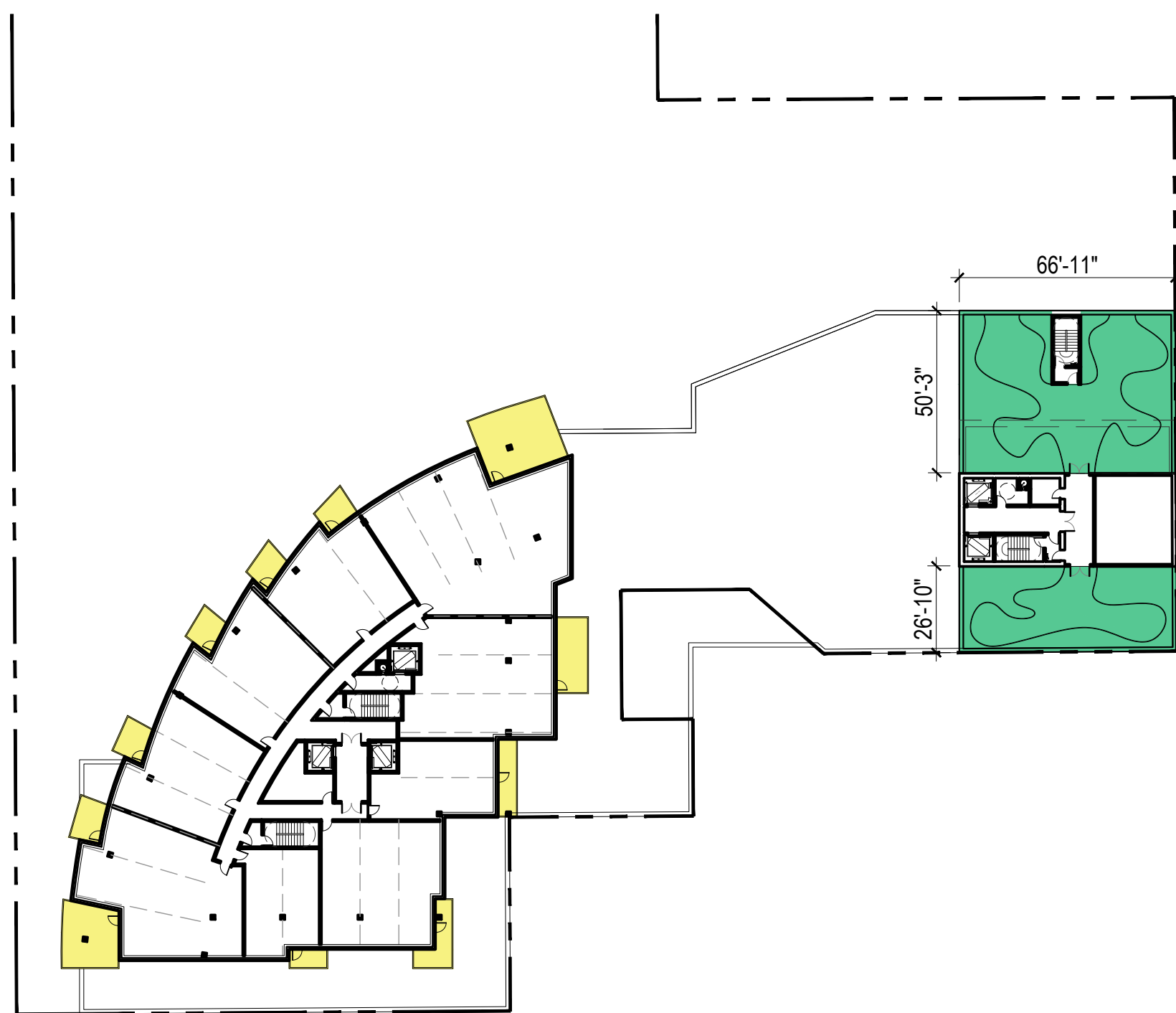
Note: The Project includes approximately 872 residential balconies, all of which meet requirements to qualify as private open space (see drawing 1 on sheet G-020). The Project will comply with LAMC limitations and count Private Open Space provided by balconies as no more than 25% of total required "Open Space". Per LAMC, The Project counts balconies as no more than 50sf of Open Space each.

EAST SITE - OPEN SPACE REQUIRED			
EAST BUILDING			
UNIT TYPE (HABITABLE ROOMS)	NUMBER	RQ'D AREA/UNIT	RQ'D OPEN SPACE
1BR	195 DU	100 SF	19,500 SF
2 BR	198 DU	125 SF	24,750 SF
3 BR	56 DU	175 SF	9,800 SF
TOTAL	449 DU		54,050 SF

EAST SENIOR BUILDING			
UNIT TYPE (HABITABLE ROOMS)	NUMBER	RQ'D AREA/UNIT	RQ'D OPEN SPACE
1BR	59 DU	100 SF	5,900 SF
2 BR	9 DU	125 SF	1,125 SF
3 BR	0 DU	175 SF	0 SF
TOTAL	68 DU		7,025 SF

TOTAL 61,075 SF

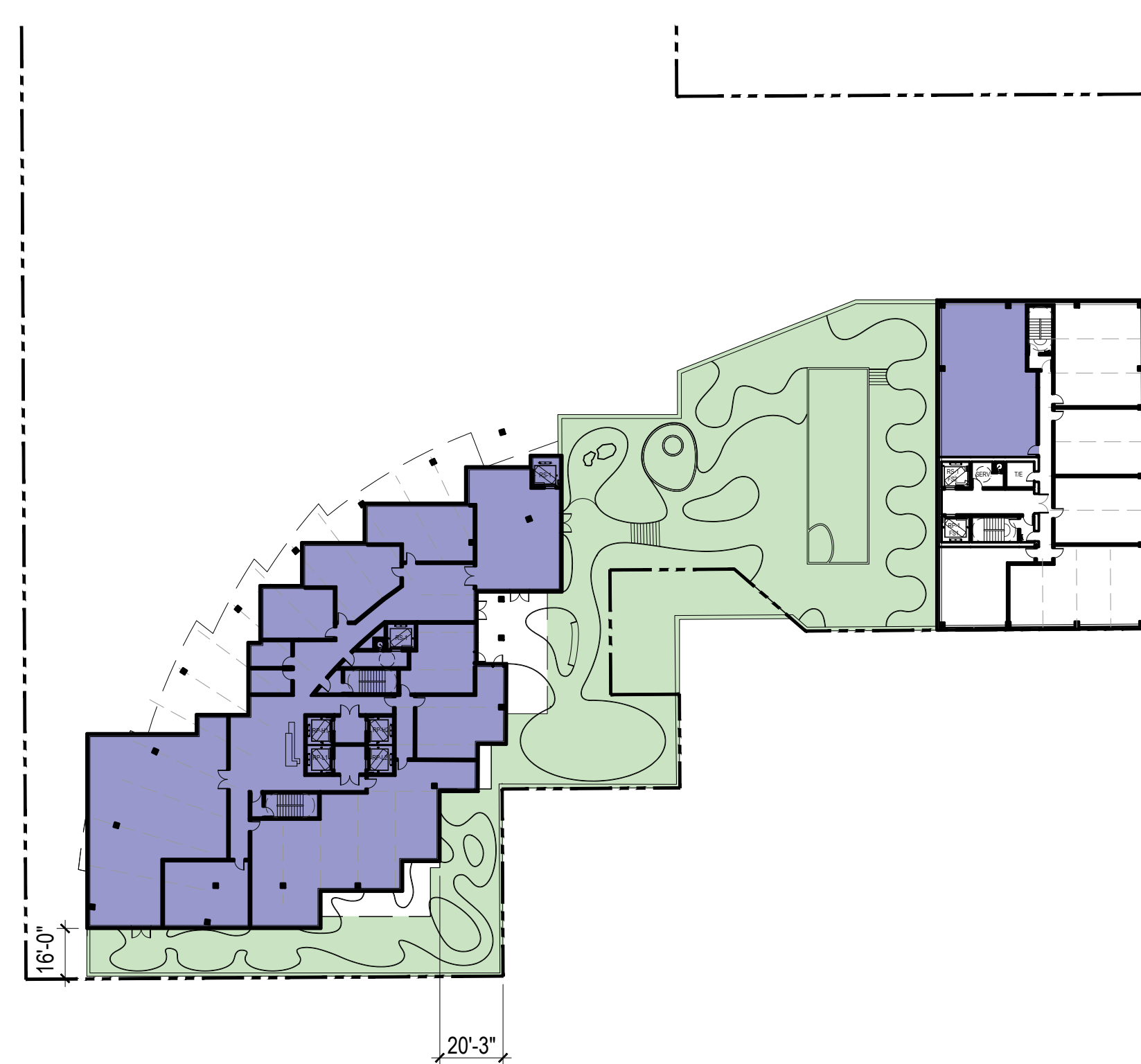
PLANTING REQUIREMENT -	
25% OF COMMON OPEN SPACE IS REQUIRED TO BE PLANTED	
59,100 sf (required OS) x 50% (Min Common OS) x 25% (Min Planting) =	7,388 SF
East Site Paseo (Grade Level) PLANTING	2,100
East Bldg Amenity Deck PLANTING	5,810
Sr. Affordable Common Roof Terrace (Level 13) PLANTING	2,540
SF OF PLANTED COMMON OPEN SPACE PROVIDED	10,450 SF



SENIOR AFFORDABLE ROOF PLAN

SCALE: NTS

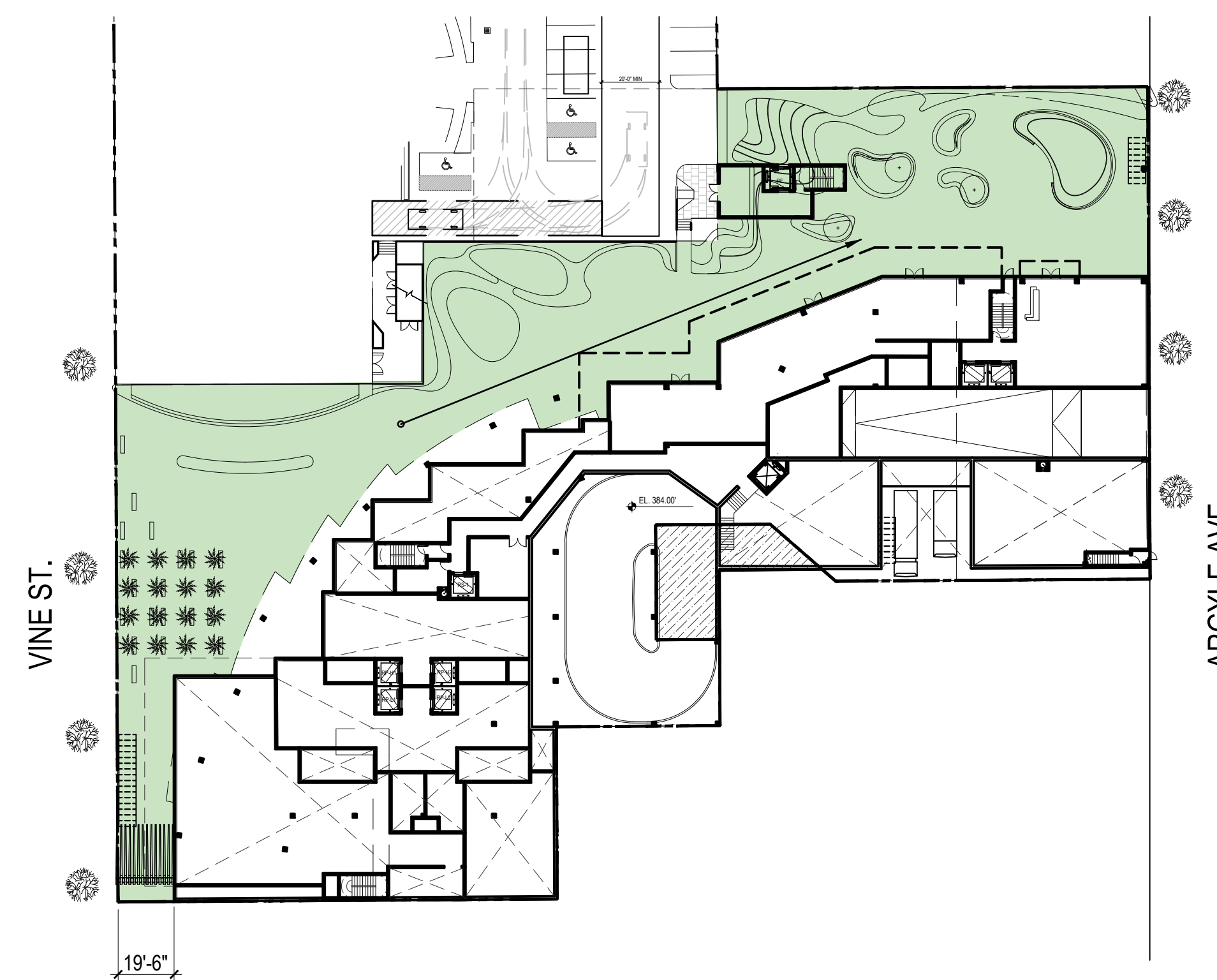
3



LEVEL 2 AMENITY DECK

SCALE: NTS

2



GROUND LEVEL PLAN

SCALE: NTS

1

LEGEND	
■	INDOOR AMENITY SPACE
■	OUTDOOR COMMON SPACE
■	SENIOR OUTDOOR COMMON SPACE
■	BALCONY/TERRACE SPACE

HOLLYWOOD CENTER

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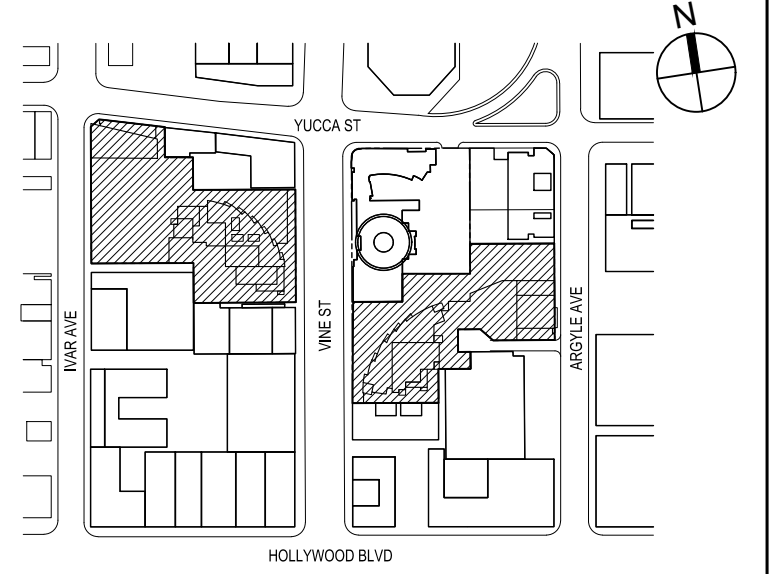
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NO.	DATE	ISSUANCE
APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



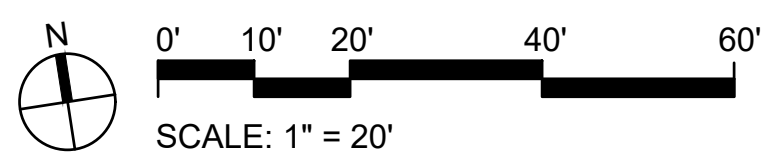
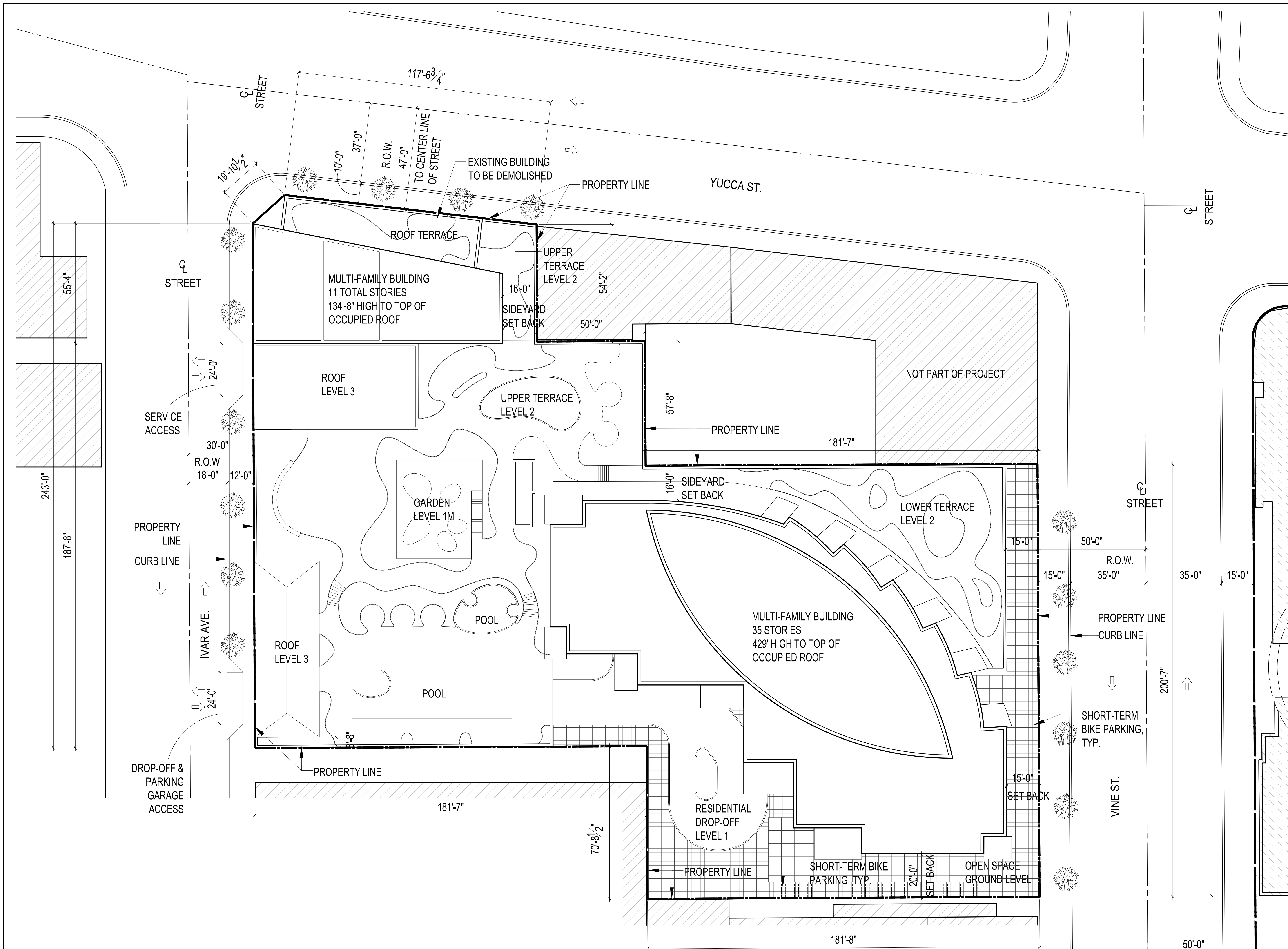
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - PLOT PLAN

DRAWING NO:

G-012



WEST SITE - PLOT PLAN

SCALE: 1"=20'

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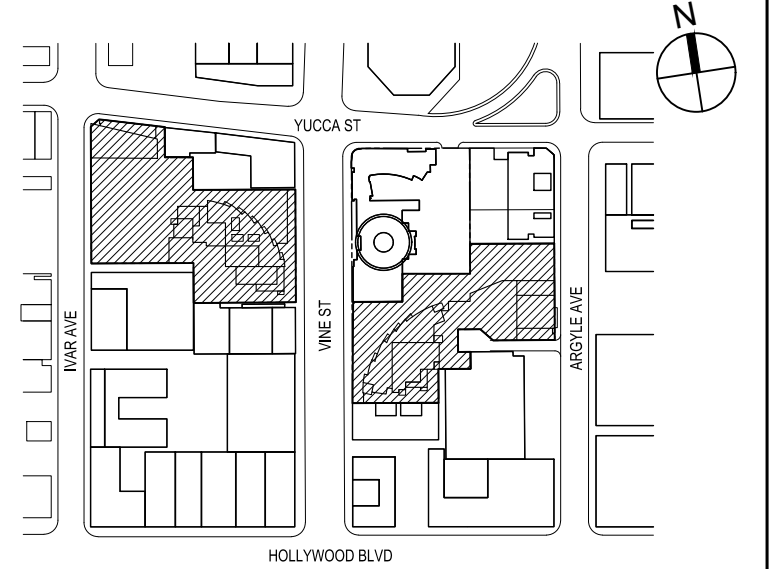
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
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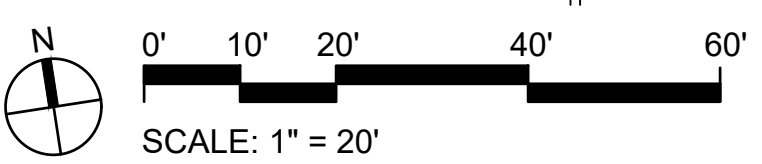
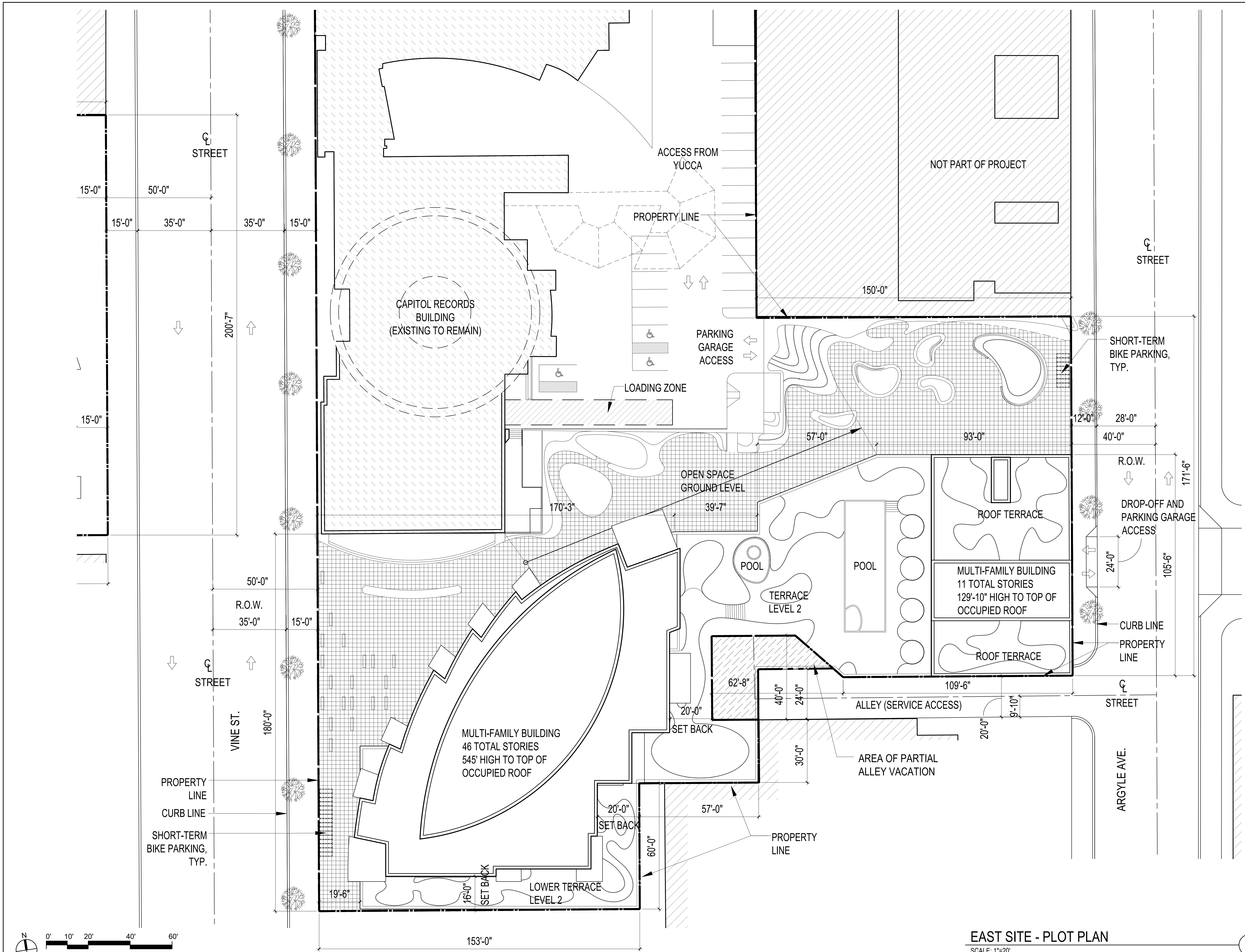
DRAWING TITLE:

EAST SITE - PLOT PLAN

DRAWING NO:

G-013

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EAST SITE - PLOT PLAN

SCALE: 1"=20'

1

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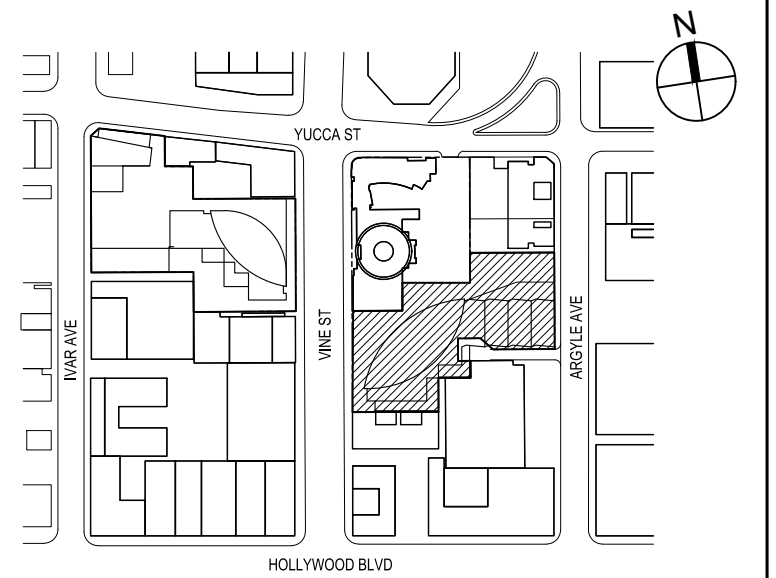
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JUNE 2020	ENTITLEMENT SUBMISSION	
SEPT 2020	ENTITLEMENT SUBMISSION	

KEY PLAN

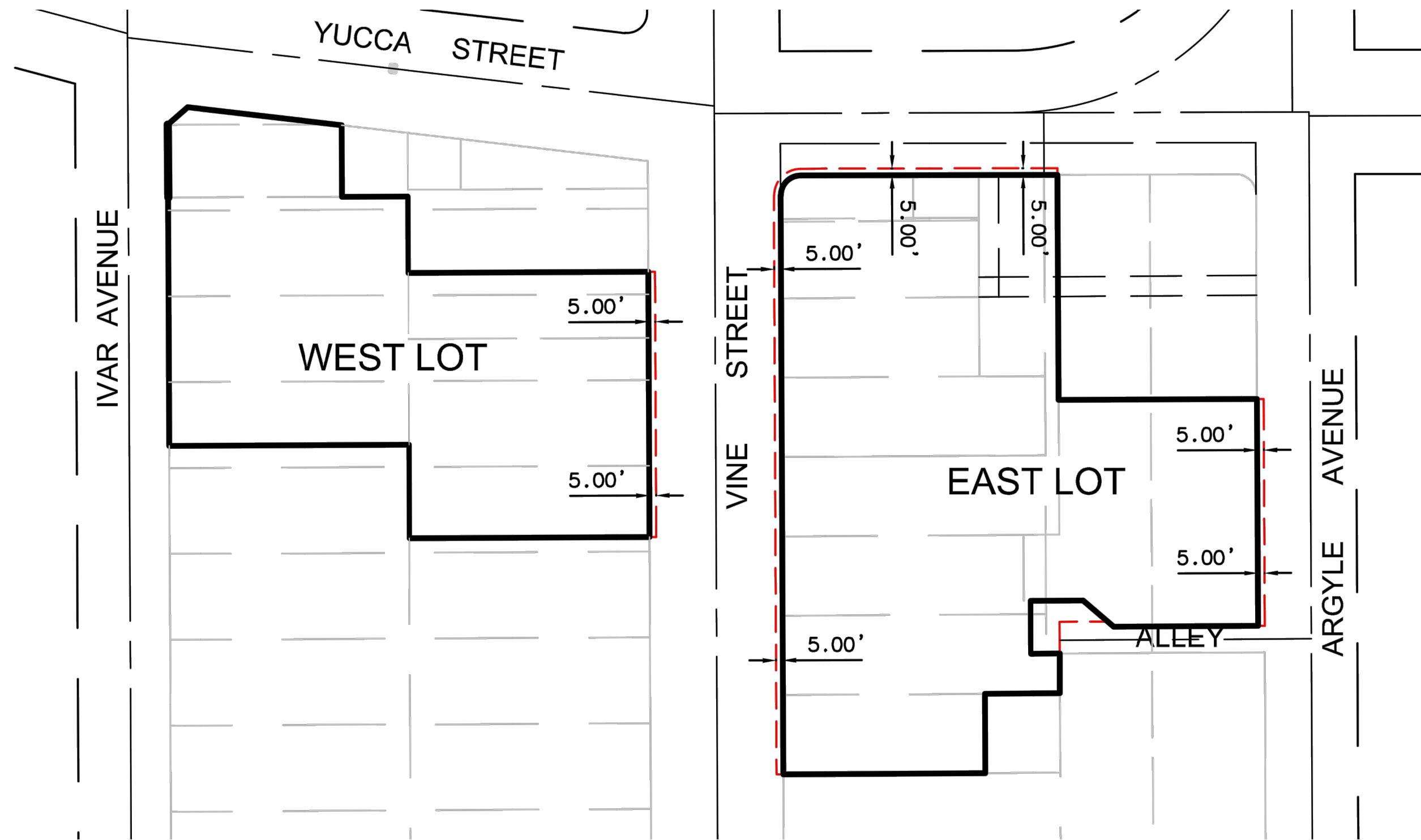


SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
GENERAL DIAGRAMS

DRAWING NO:

G-020



EXISTING LOT AREAS (PRE-MERGER)

WEST LOT	78,629 SQ FT OR 1.805 ACRES
EAST LOT	115,866 SQ FT OR 2.660 ACRES
TOTAL	194,495 SQ FT OR 4.465 ACRES

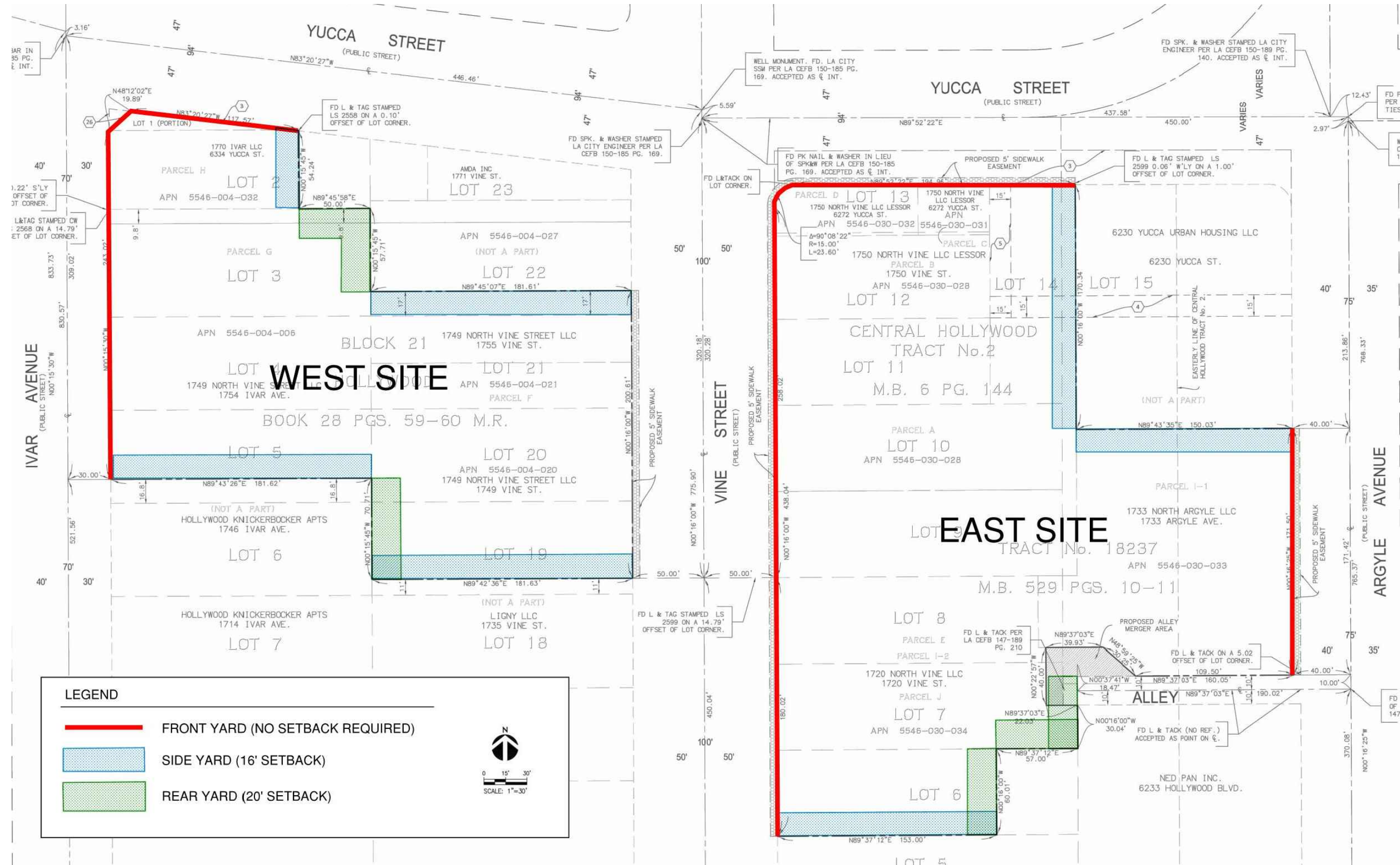
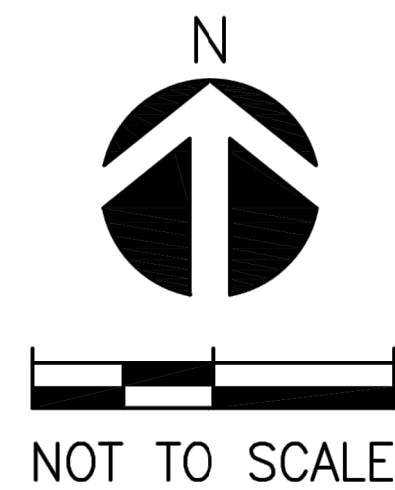
MERGER AREA REQUESTED

WEST LOT	1,003 SQ FT OR 0.023 ACRES
EAST LOT	5,474 SQ FT OR 0.126 ACRES
TOTAL	6,477 SQ FT OR 0.149 ACRES

TOTAL LOT AREAS REQUESTED

WEST LOT	79,632 SQ FT OR 1.828 ACRES
EAST LOT	121,340 SQ FT OR 2.786 ACRES
TOTAL	200,972 SQ FT OR 4.614 ACRES

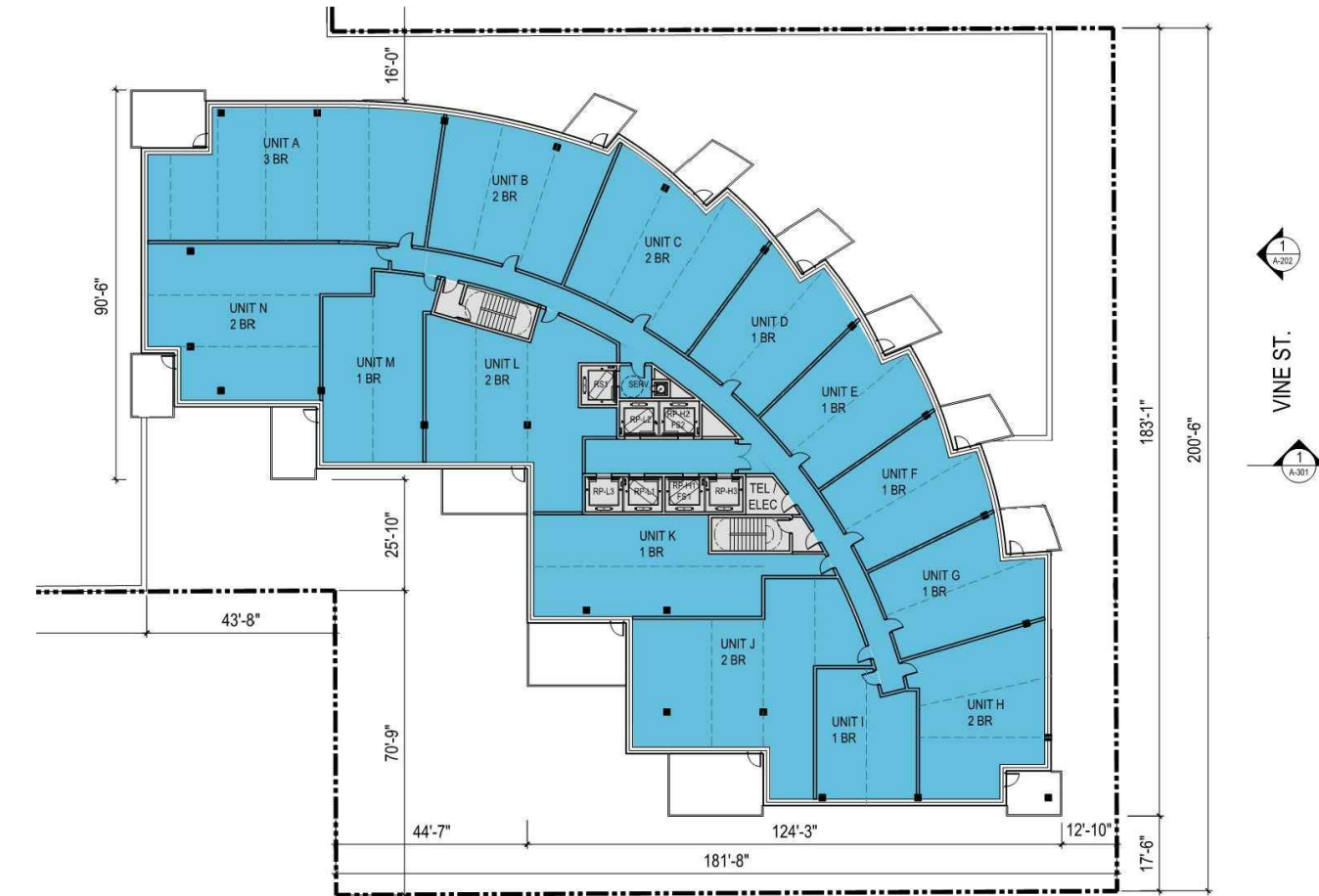
PROJECT SITE - BOE MERGERS DIAGRAM
SCALE: NTS



PROJECT SITE - ZONING YARD SETBACKS
SCALE: 1"=20'

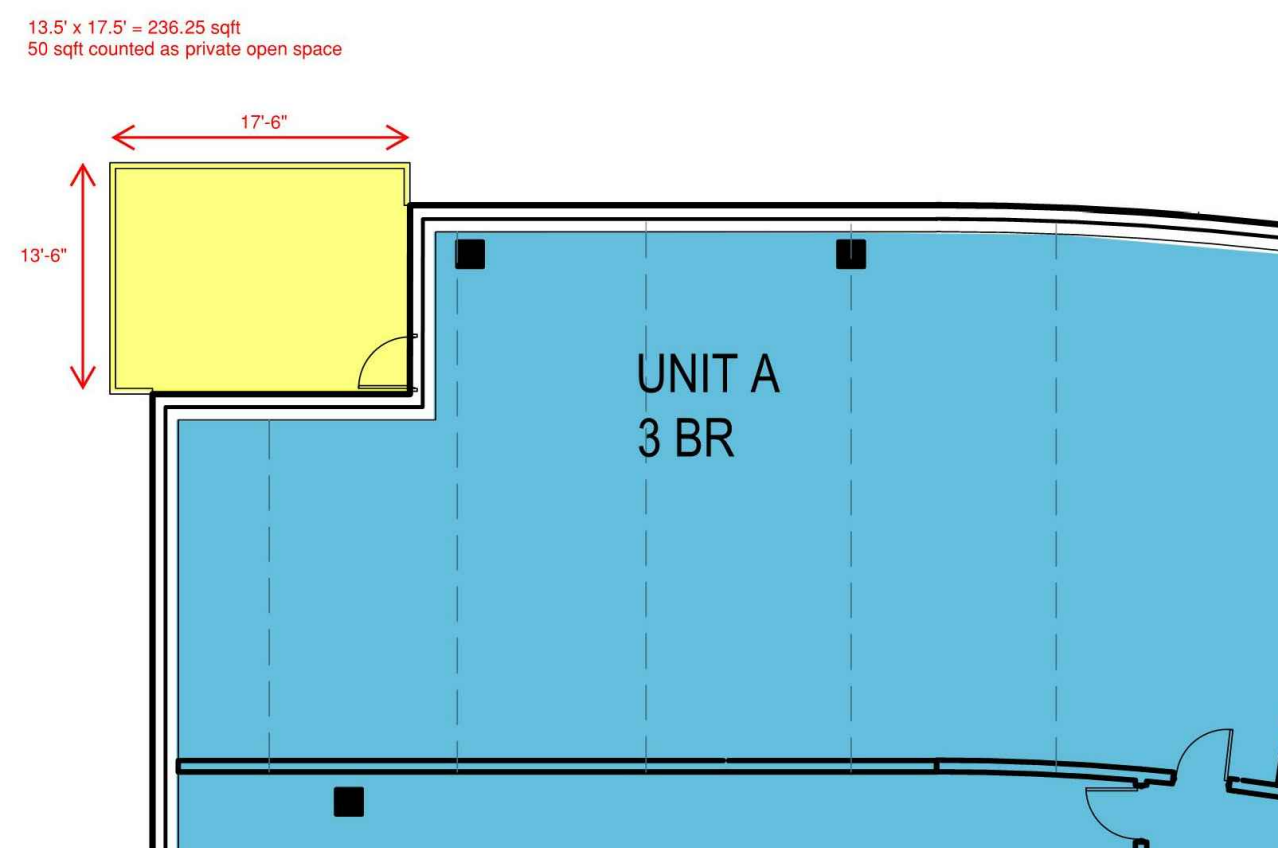
- Ex. The full balcony for Unit B is approximately 115 sf. The balcony conforms to LAMC requirements for Private Open Space. Per LAMC limitations, a maximum of 50sf per balcony can be counted as Private Open Space.
- Ex. The full balcony for Unit C is approximately 115 sf. The balcony conforms to LAMC requirements for Private Open Space. Per LAMC limitations, a maximum of 50sf per balcony can be counted as Private Open Space.

Note: The Project includes approximately 872 residential balconies, all of which meet requirements to qualify as private open space (see drawing 1 on sheet G-020). The Project will comply with LAMC limitations and count Private Open Space provided by balconies as no more than 25% of total required "Open Space". Per LAMC, The Project counts balconies as no more than 50sf of Open Space each.

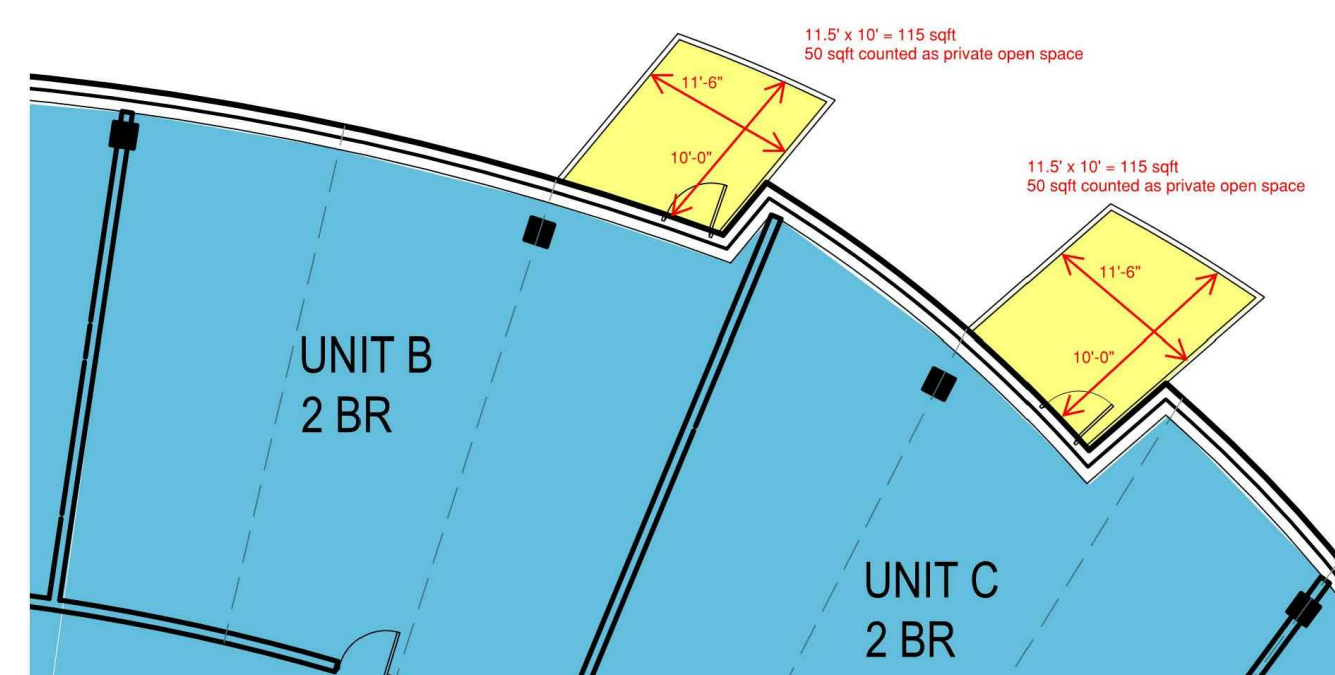


RESIDENTIAL BALCONIES DIAGRAMS KEY
SCALE: 1"=20'

- Ex. The full balcony for Unit A is approximately 236.5 sf. The balcony conforms to LAMC requirements for Private Open Space. Per LAMC limitations, a maximum of 50sf per balcony can be counted as Private Open Space.



RESI BALCONIES DIAGRAM EXAMPLE B
SCALE: 1"=20'



RESI BALCONIES DIAGRAM EXAMPLE A
SCALE: 1"=20'

5

4

3

2

1

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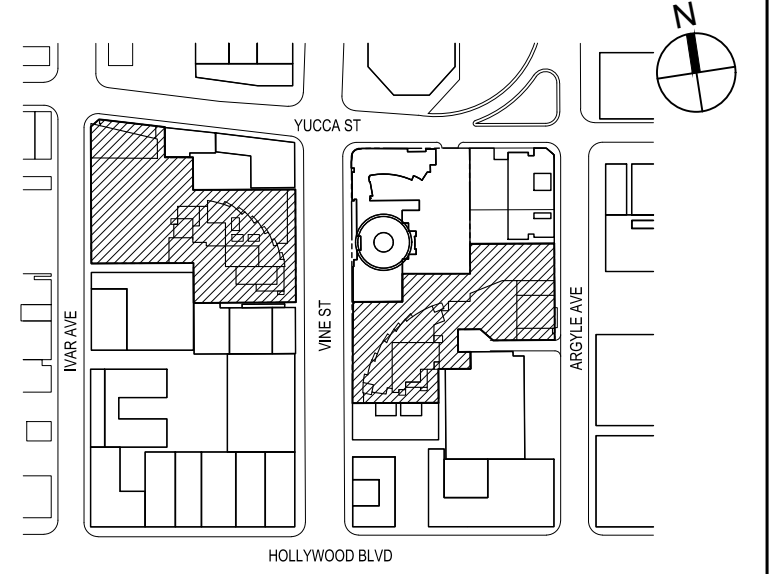
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



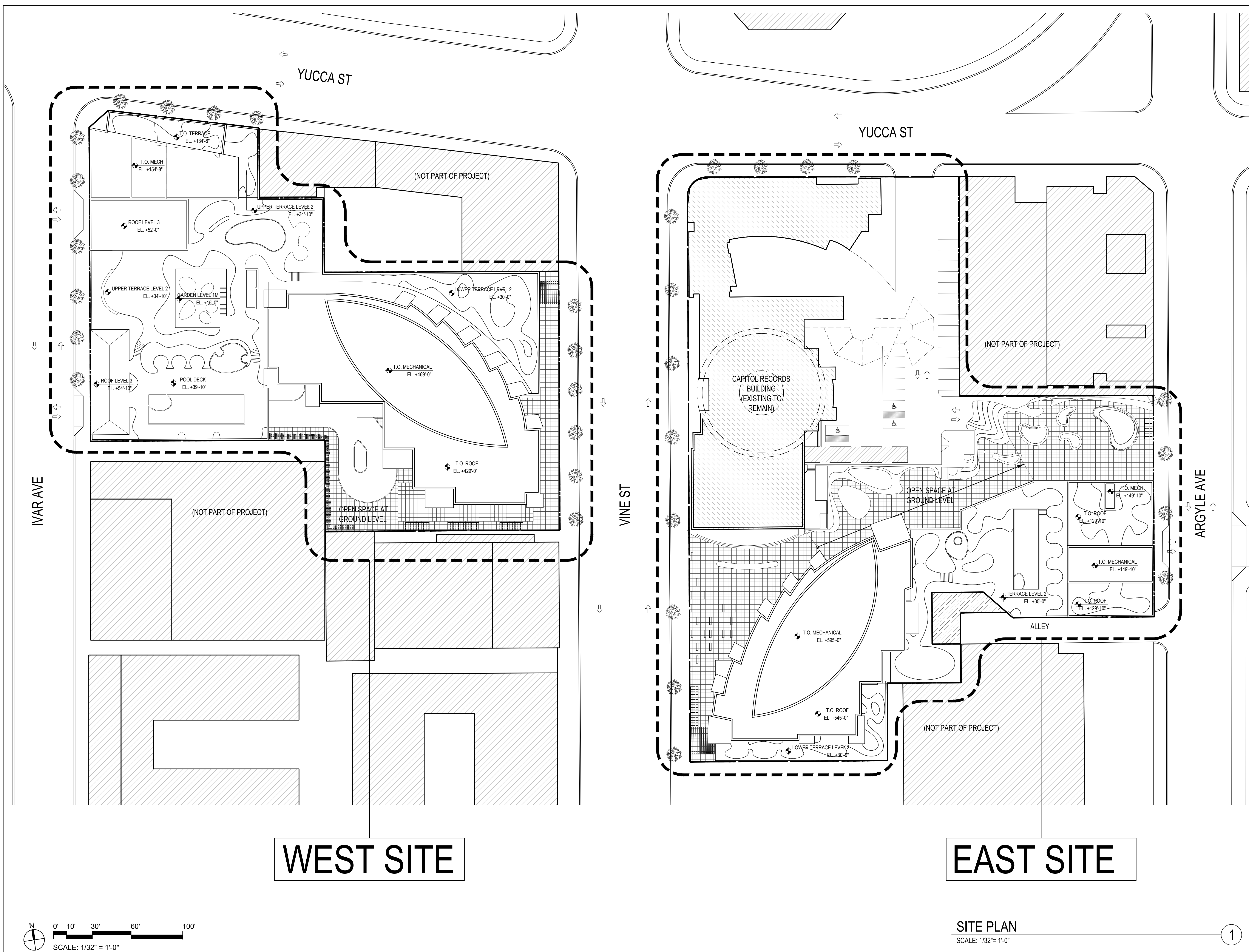
SCALE: AS INDICATED
 PROJECT NO: 1350
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DRAWING TITLE:

SITE PLAN

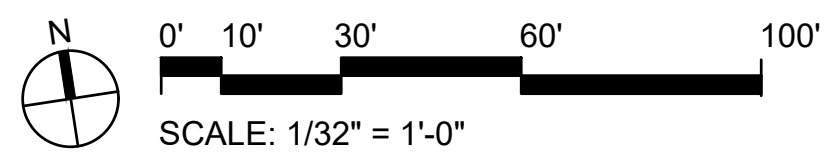
DRAWING NO:

A-100



WEST SITE

EAST SITE



SITE PLAN
 SCALE: 1/32" = 1'-0"

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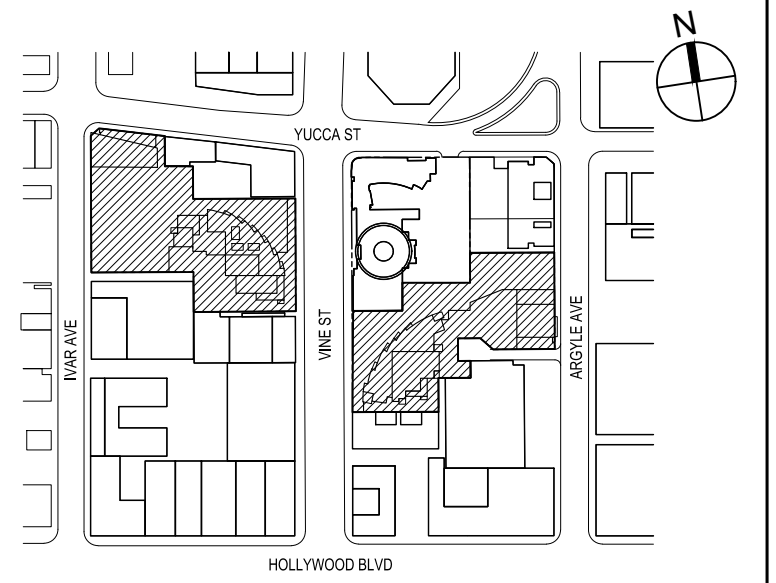
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SCALE: AS INDICATED
 PROJECT NO: 1350
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DRAWING TITLE:

WEST SITE -
 LEVEL B5

DRAWING NO:

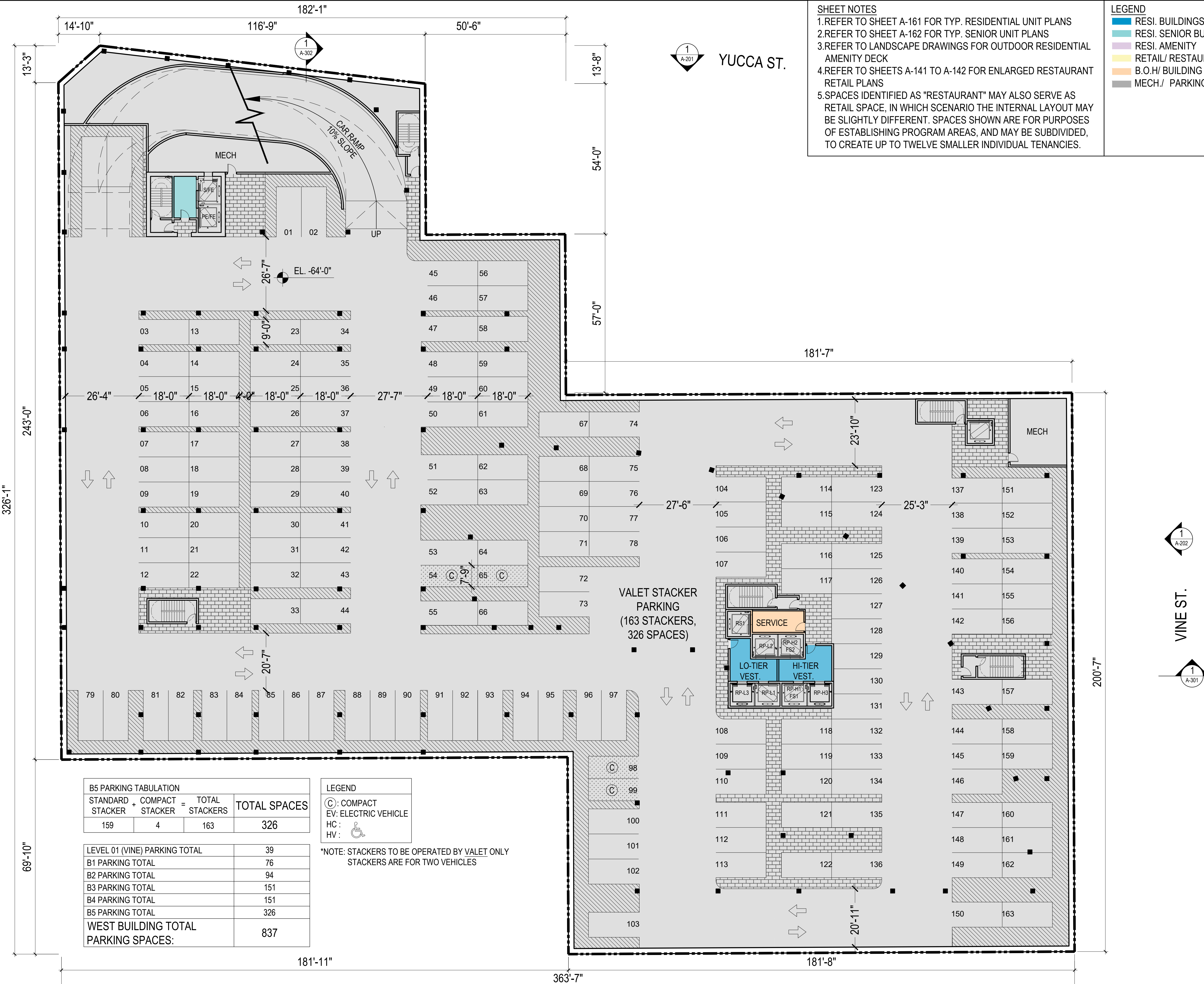
A-101

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
4. REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
5. SPACES IDENTIFIED AS "RESTAURANT" MAY ALSO SERVE AS RETAIL SPACE, IN WHICH SCENARIO THE INTERNAL LAYOUT MAY BE SLIGHTLY DIFFERENT. SPACES SHOWN ARE FOR PURPOSES OF ESTABLISHING PROGRAM AREAS, AND MAY BE SUBDIVIDED, TO CREATE UP TO TWELVE SMALLER INDIVIDUAL TENANCIES.

LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



B5 PARKING TABULATION

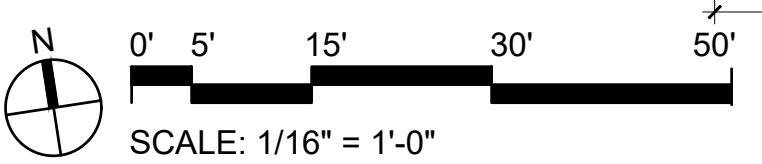
STANDARD STACKER	COMPACT STACKER	TOTAL STACKERS	TOTAL SPACES
159	4	163	326

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

LEGEND

- C : COMPACT
- EV : ELECTRIC VEHICLE
- HC :
- HV :

*NOTE: STACKERS TO BE OPERATED BY VALET ONLY
 STACKERS ARE FOR TWO VEHICLES



WEST SITE - LEVEL B5

SCALE: 1/16" = 1'-0"

1

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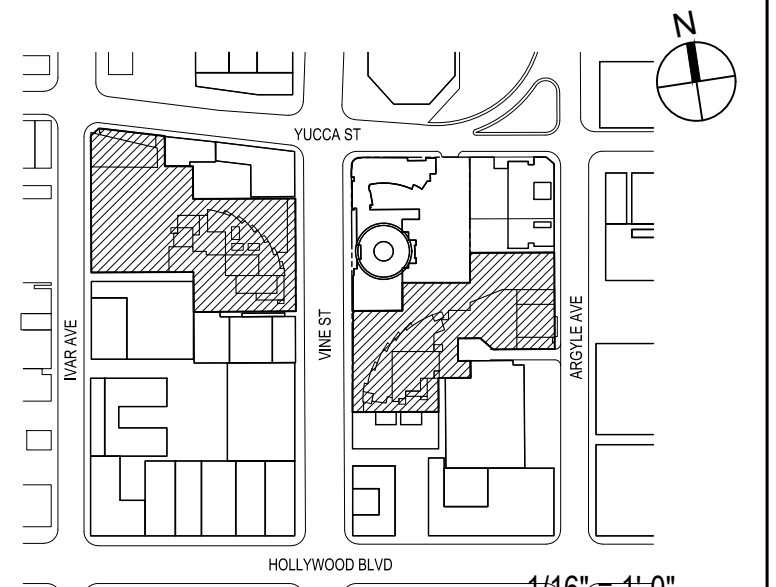
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KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - LEVEL B4

DRAWING NO:

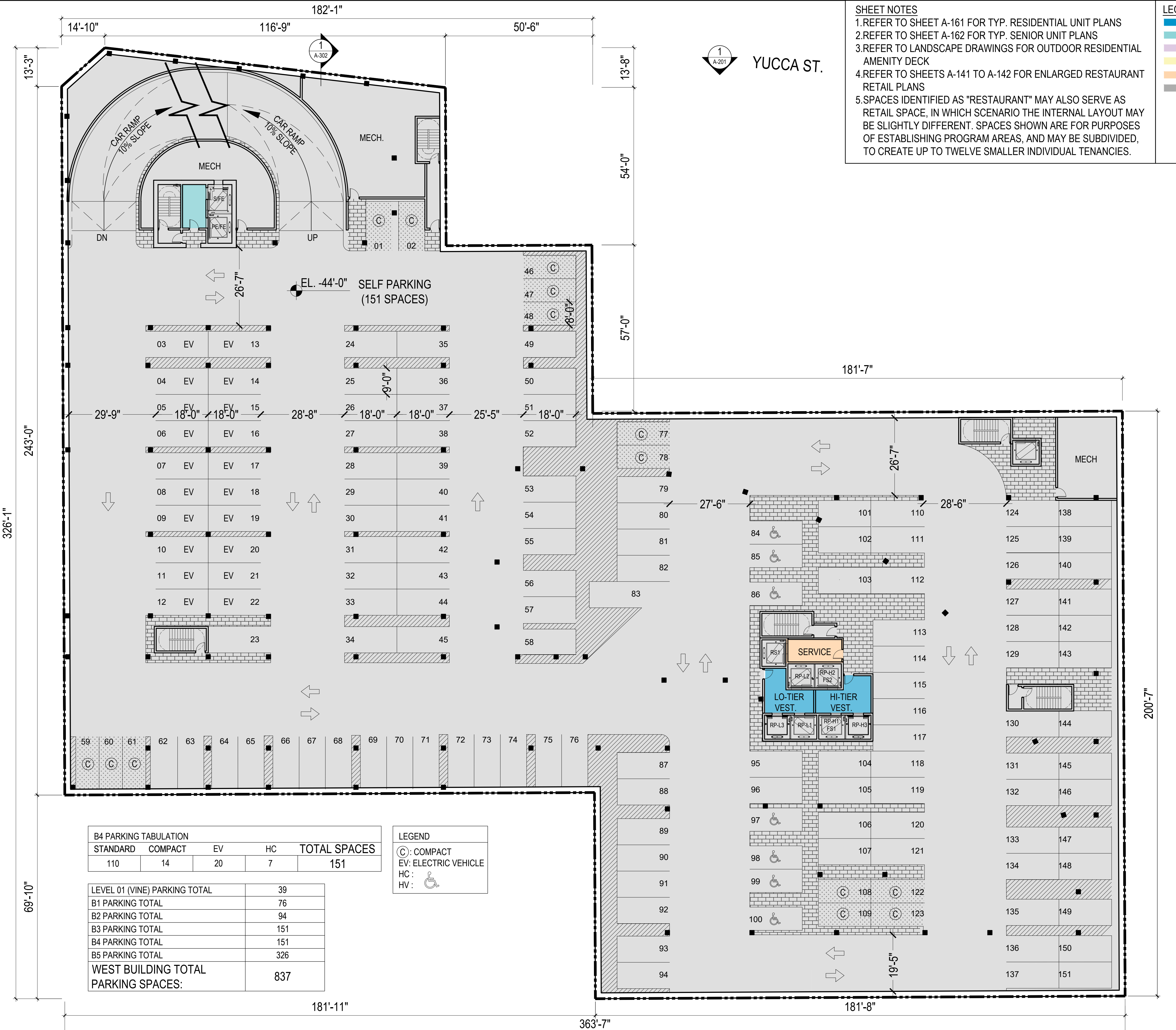
A-102

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LEGEND

[Blue Box]	RESI. BUILDINGS
[Light Blue Box]	RESI. SENIOR BUILD.
[Purple Box]	RESI. AMENITY
[Yellow Box]	RETAIL/ RESTAURANT
[Orange Box]	B.O.H/ BUILDING SERV.
[Grey Box]	MECH./ PARKING

- SHEET NOTES**
- REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 - REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
 - REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
 - REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
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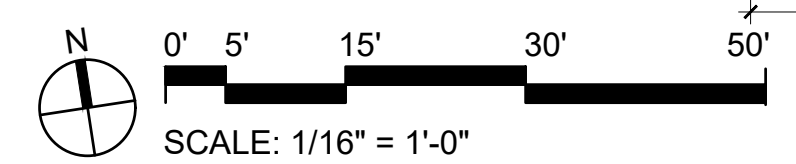
B4 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
110	14	20	7	151

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

LEGEND

[C in circle]	COMPACT
[EV in circle]	ELECTRIC VEHICLE
[HV in circle]	HV



WEST SITE - LEVEL B4
SCALE: 1/16" = 1'-0"

1

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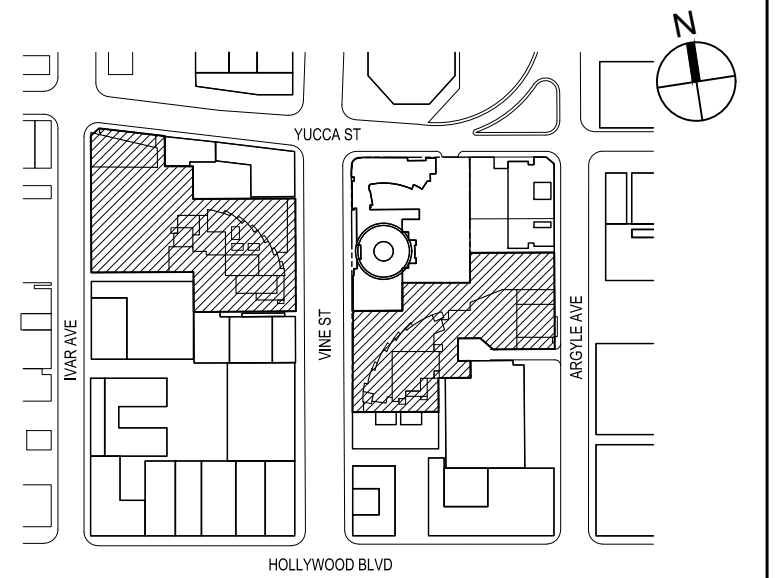
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - LEVEL B3

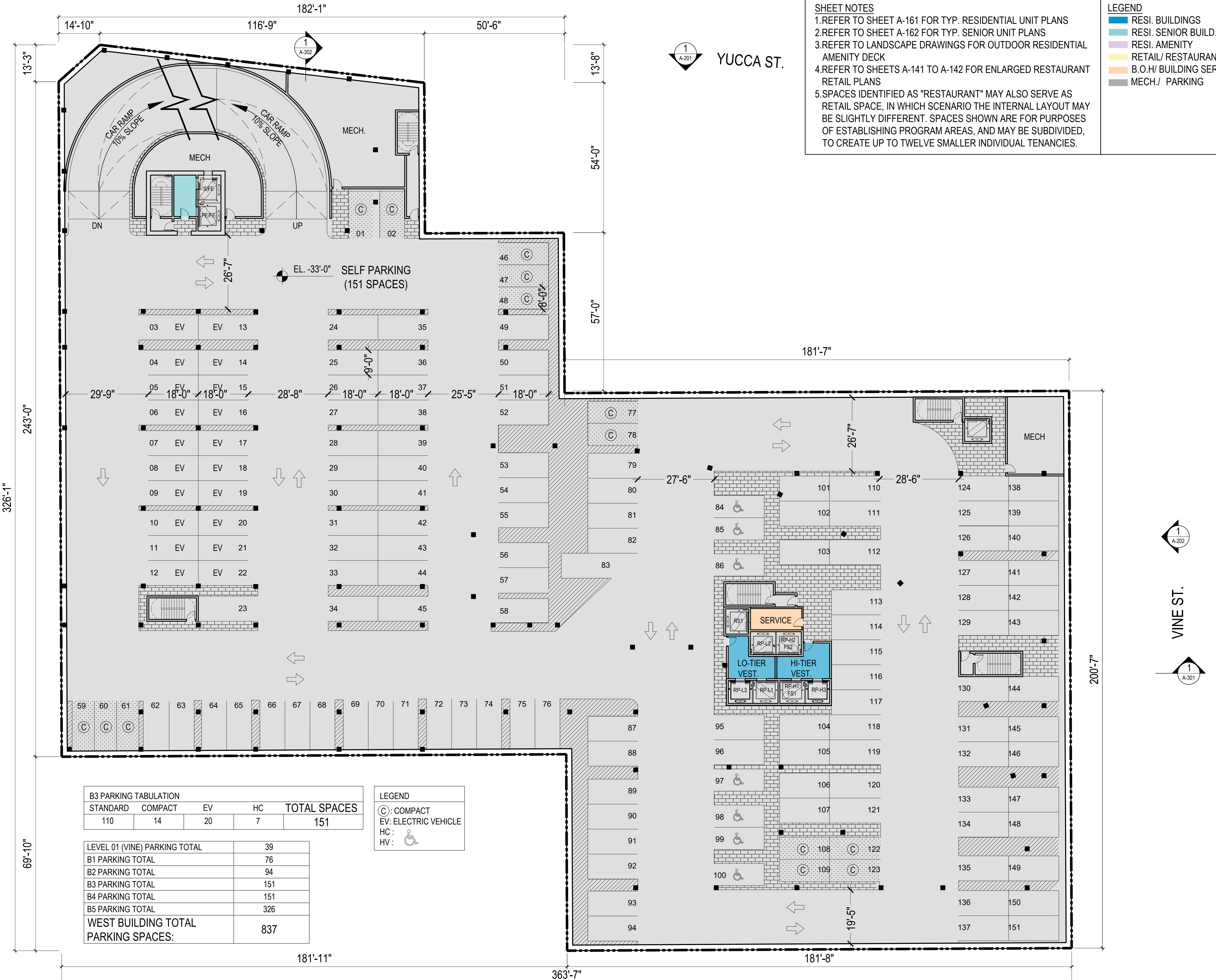
DRAWING NO:

A-103

LEGEND

[Blue Box]	RESI. BUILDINGS
[Light Blue Box]	RESI. SENIOR BUILD.
[Purple Box]	RESI. AMENITY
[Yellow Box]	RETAIL/ RESTAURANT
[Orange Box]	B.O.H/ BUILDING SERV.
[Grey Box]	MECH./ PARKING

- SHEET NOTES**
- REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 - REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
 - REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
 - REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
 - SPACES IDENTIFIED AS "RESTAURANT" MAY ALSO SERVE AS RETAIL SPACE, IN WHICH SCENARIO THE INTERNAL LAYOUT MAY BE SLIGHTLY DIFFERENT. SPACES SHOWN ARE FOR PURPOSES OF ESTABLISHING PROGRAM AREAS, AND MAY BE SUBDIVIDED, TO CREATE UP TO TWELVE SMALLER INDIVIDUAL TENANCIES.



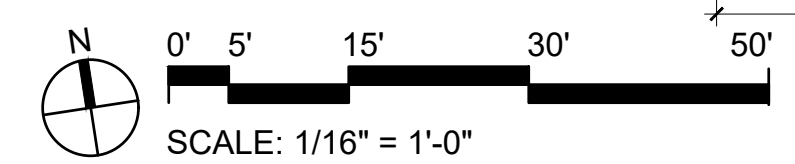
B3 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
110	14	20	7	151

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

LEGEND

[C in Circle]	COMPACT
[EV in Circle]	ELECTRIC VEHICLE
[HC in Circle]	
[HV in Circle]	



WEST SITE - LEVEL B3
 SCALE: 1/16" = 1'-0"

1

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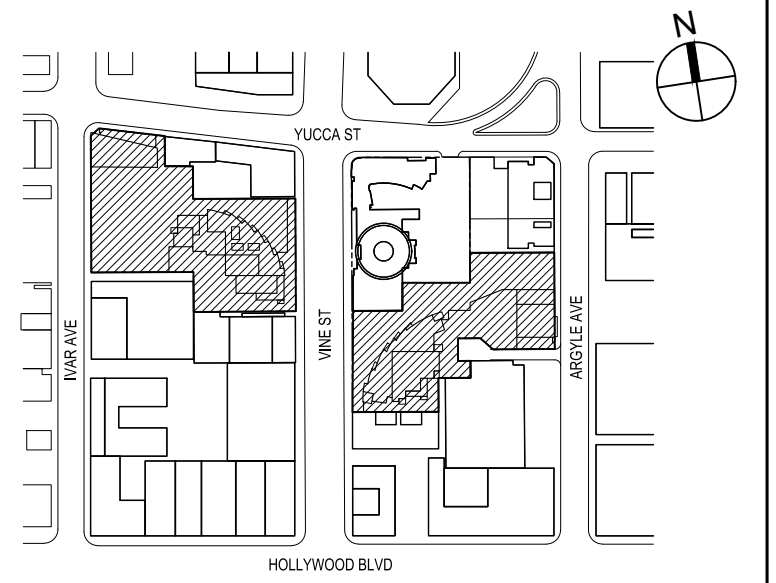
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

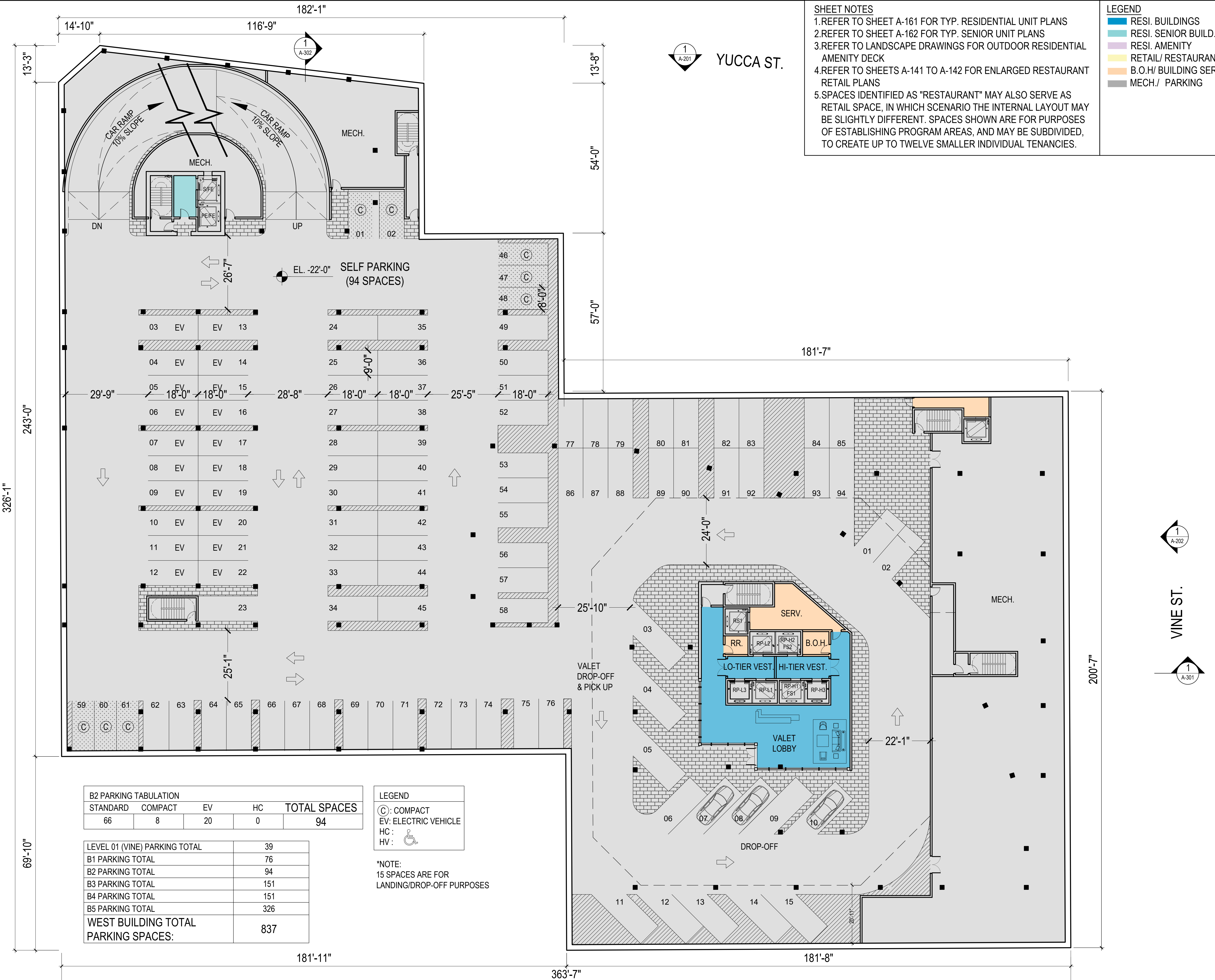
WEST SITE - LEVEL B2

DRAWING NO:

A-104

- SHEET NOTES**
1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
 3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
 4. REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
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- LEGEND**
- RESI. BUILDINGS
 - RESI. SENIOR BUILD.
 - RESI. AMENITY
 - RETAIL/ RESTAURANT
 - B.O.H/ BUILDING SERV.
 - MECH./ PARKING



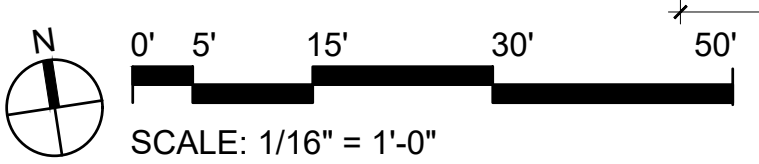
B2 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
66	8	20	0	94

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

- LEGEND**
- Ⓢ: COMPACT
 - Ⓜ: ELECTRIC VEHICLE
 - Ⓜ: HC
 - ♿: HV

*NOTE:
15 SPACES ARE FOR LANDING/DROP-OFF PURPOSES



WEST SITE - LEVEL B2
SCALE: 1/16" = 1'-0"

1

HOLLYWOOD CENTER

APPLICANT
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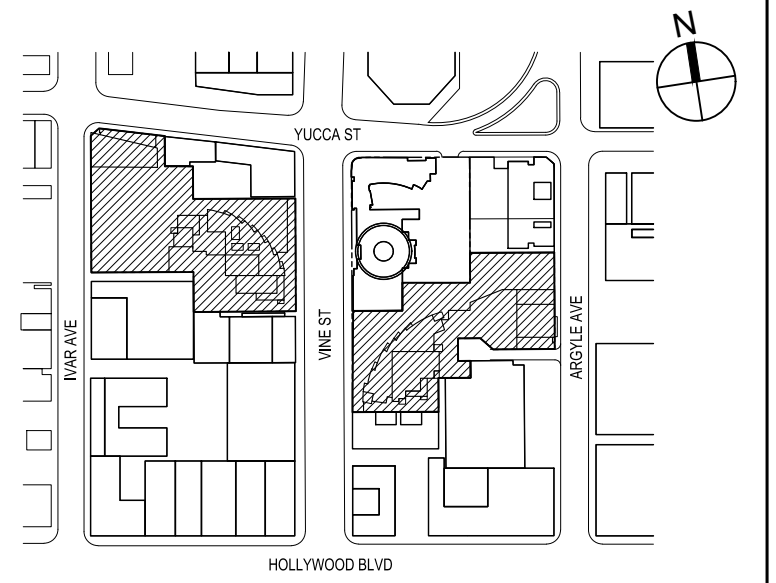
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KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - LEVEL B1

DRAWING NO:

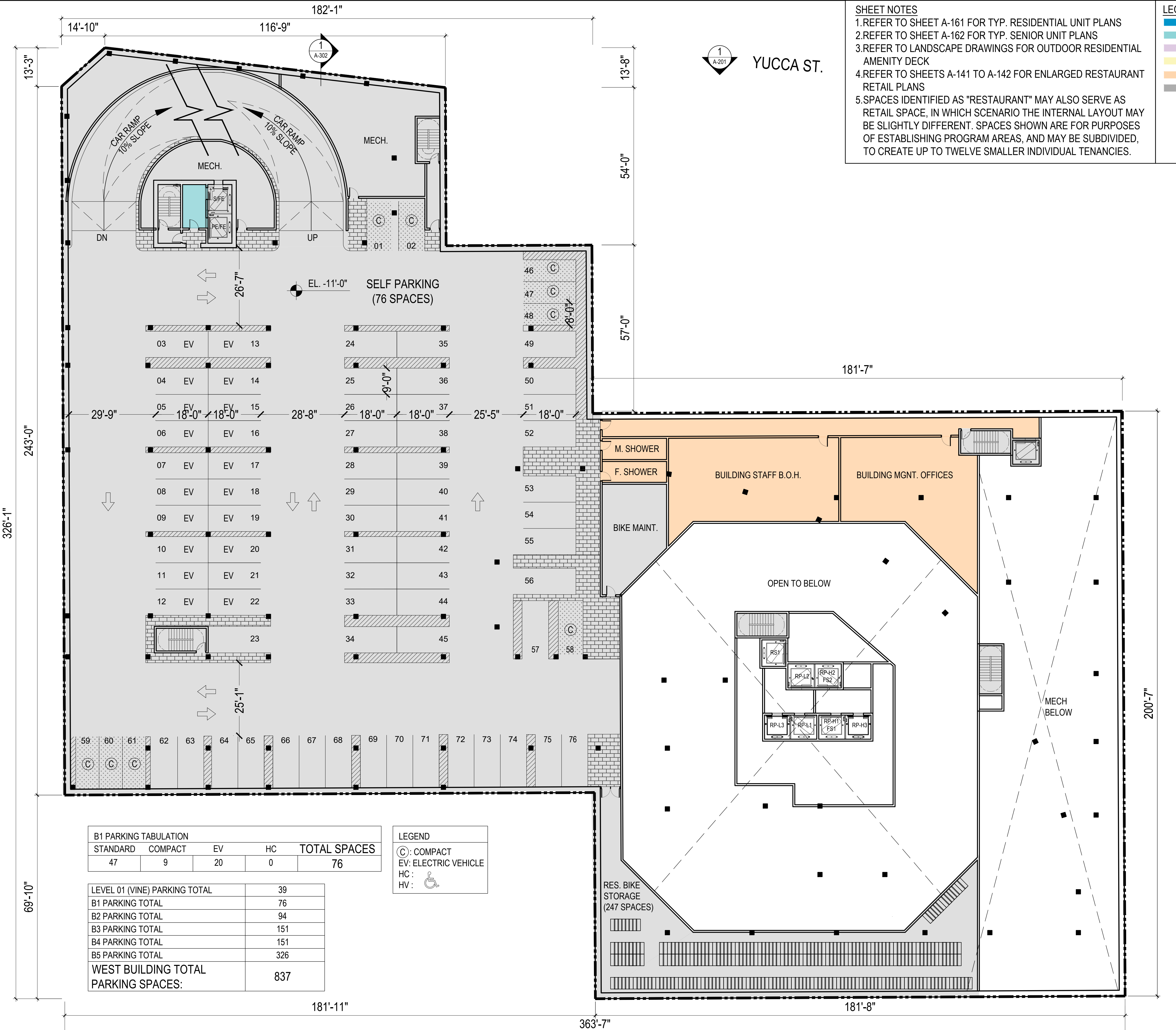
A-105

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



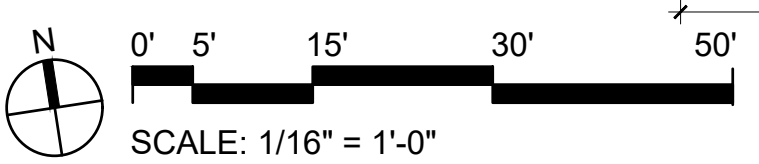
B1 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
47	9	20	0	76

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

LEGEND

- C: COMPACT
- EV: ELECTRIC VEHICLE
- HC:
- HV:



WEST SITE - LEVEL B1
SCALE: 1/16" = 1'-0"

1

HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
1995 Broadway, 3rd Floor
New York, NY 10023
T: 212.875.4900
F: 212.595.1831

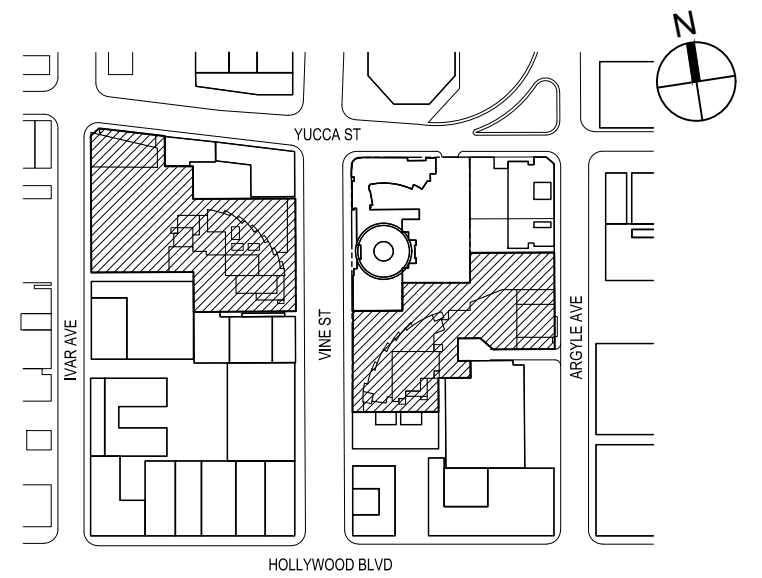
ARCHITECT
HANDEL ARCHITECTS, LLP
120 Broadway, 6th Floor
New York, NY 10027
T: 212.595.4112
F: 212.595.9032

LANDSCAPE ARCHITECT
JAMES CORNER FIELD OPERATIONS
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New York, NY 10018
T: 212.433.1450
F: 212.433.1451

SURVEY
KPF
700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
T: 213.418.0201

NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION
2	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

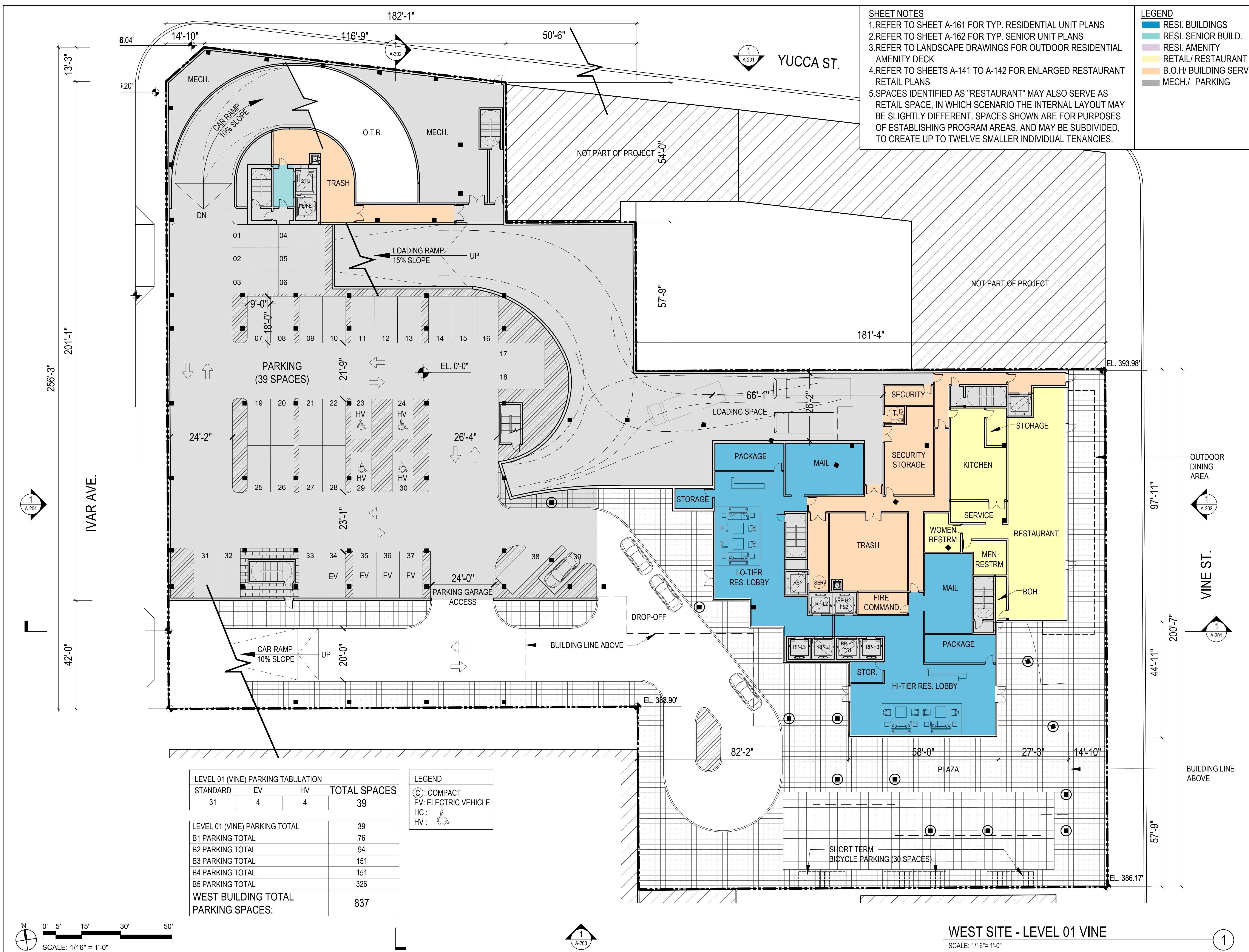
WEST SITE - LEVEL 01 (VINE)

DRAWING NO:

A-106

- SHEET NOTES**
1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
 3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
 4. REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
 5. SPACES IDENTIFIED AS "RESTAURANT" MAY ALSO SERVE AS RETAIL SPACE, IN WHICH SCENARIO THE INTERNAL LAYOUT MAY BE SLIGHTLY DIFFERENT. SPACES SHOWN ARE FOR PURPOSES OF ESTABLISHING PROGRAM AREAS, AND MAY BE SUBDIVIDED, TO CREATE UP TO TWELVE SMALLER INDIVIDUAL TENANCIES.

- LEGEND**
- RESI. BUILDINGS
 - RESI. SENIOR BUILD.
 - RESI. AMENITY
 - RETAIL/ RESTAURANT
 - B.O.H/ BUILDING SERV.
 - MECH./ PARKING



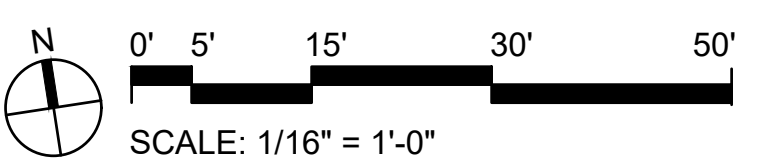
LEVEL 01 (VINE) PARKING TABULATION

STANDARD	EV	HV	TOTAL SPACES
31	4	4	39

LEVEL 01 (VINE) PARKING TOTAL

LEVEL 01 (VINE) PARKING TOTAL	39
B1 PARKING TOTAL	76
B2 PARKING TOTAL	94
B3 PARKING TOTAL	151
B4 PARKING TOTAL	151
B5 PARKING TOTAL	326
WEST BUILDING TOTAL PARKING SPACES:	837

- LEGEND**
- ⊙: COMPACT
 - ⊙: EV: ELECTRIC VEHICLE
 - HC:
 - HV:



WEST SITE - LEVEL 01 VINE
SCALE: 1/16" = 1'-0"

1

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 T: 213.418.0201

NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION
2	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED 1350
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
 WEST SITE -
 LEVEL 01_MEZZ
 (IVAR)

DRAWING NO:

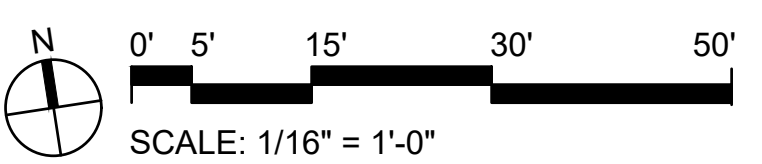
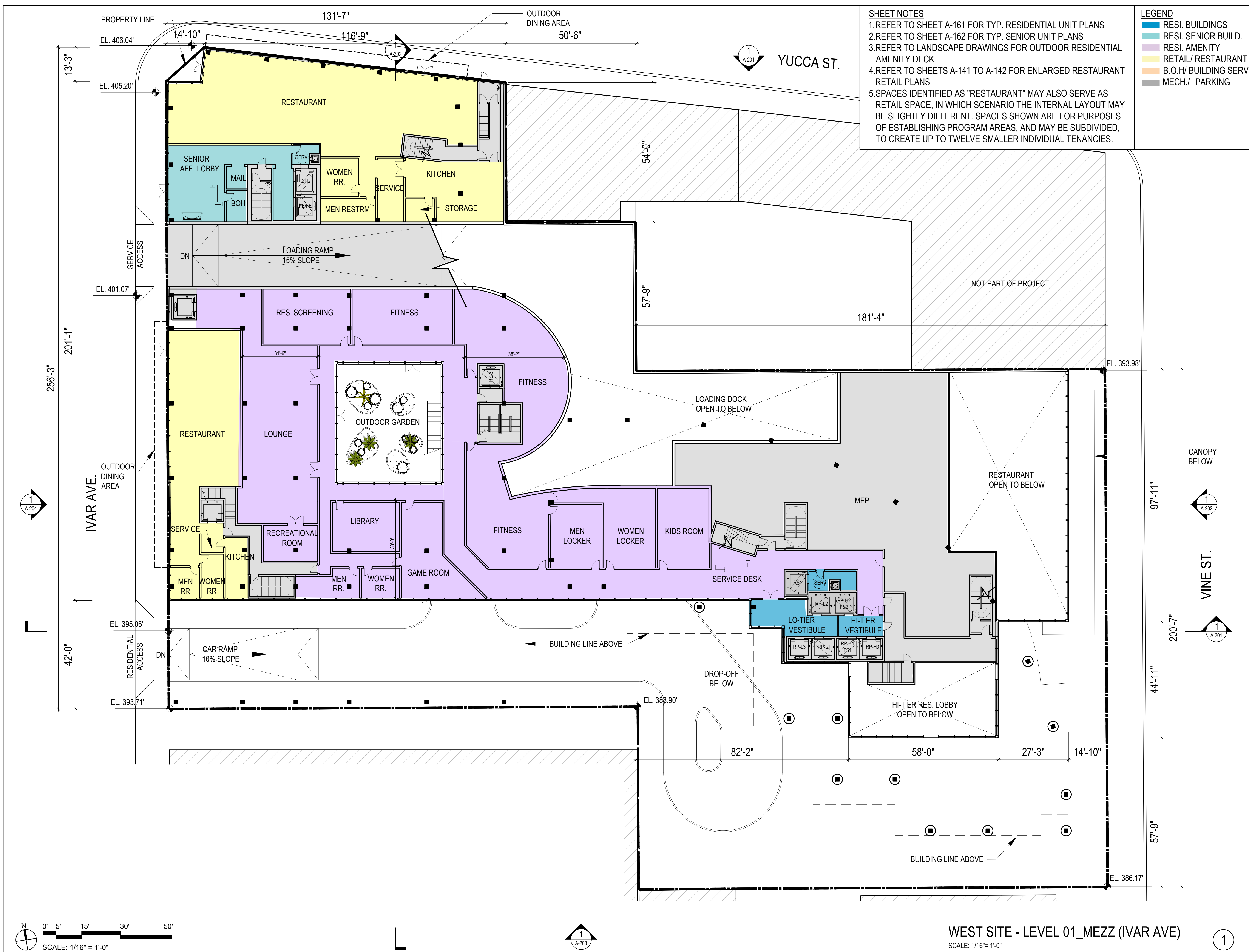
A-107

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
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LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



WEST SITE - LEVEL 01_MEZZ (IVAR AVE)
 SCALE: 1/16" = 1'-0"

1

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 MCAF VINE LLC
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 F: 212.595.1831

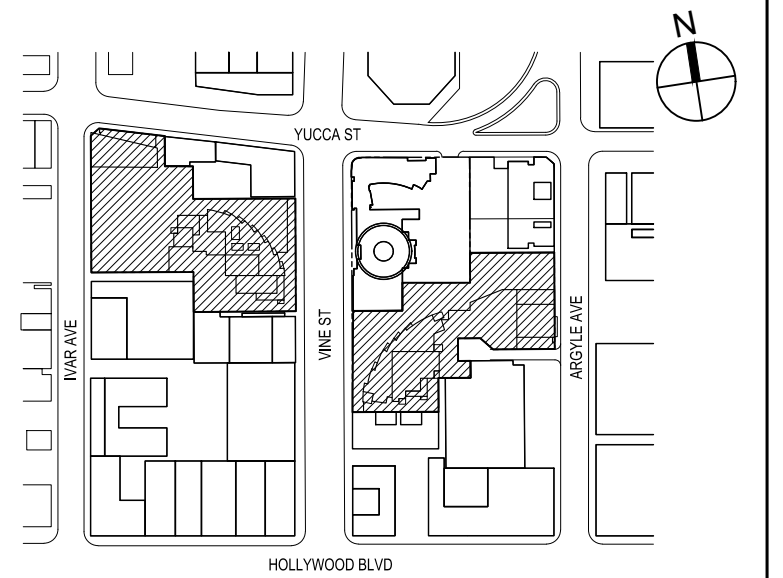
ARCHITECT
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LANDSCAPE ARCHITECT
 JAMES CORNER FIELD OPERATIONS
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 Los Angeles, CA 90017
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NO.	DATE	ISSUANCE
APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

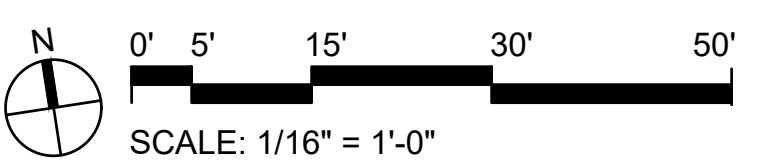
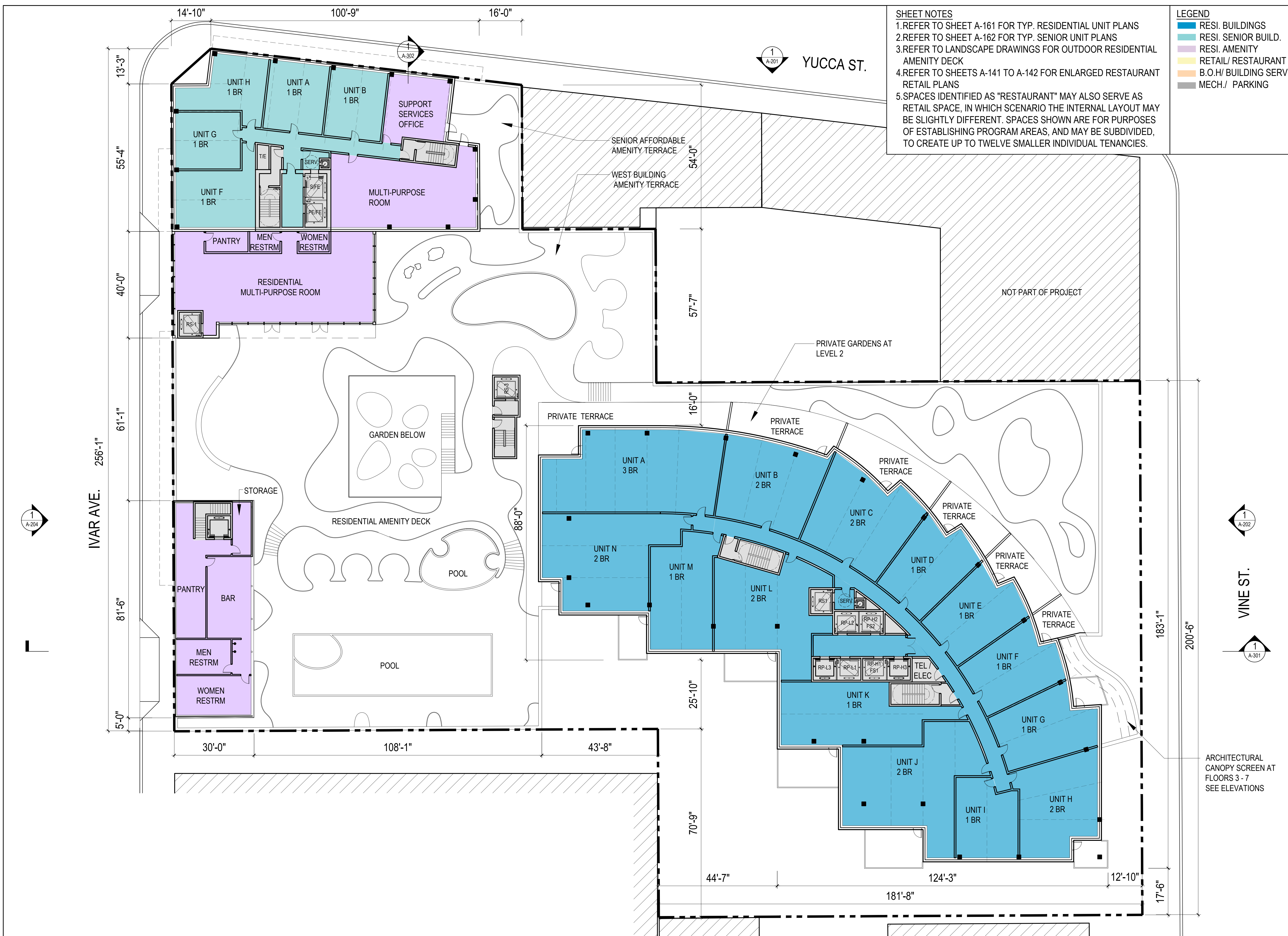
WEST SITE - LEVEL 02

DRAWING NO:

A-108

- SHEET NOTES**
- REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 - REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
 - REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
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- LEGEND**
- RESI. BUILDINGS
 - RESI. SENIOR BUILD.
 - RESI. AMENITY
 - RETAIL/ RESTAURANT
 - B.O.H/ BUILDING SERV.
 - MECH./ PARKING



WEST SITE - LEVEL 02
 SCALE: 1/16" = 1'-0"

1

HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
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T: 212.875.4900
F: 212.595.1831

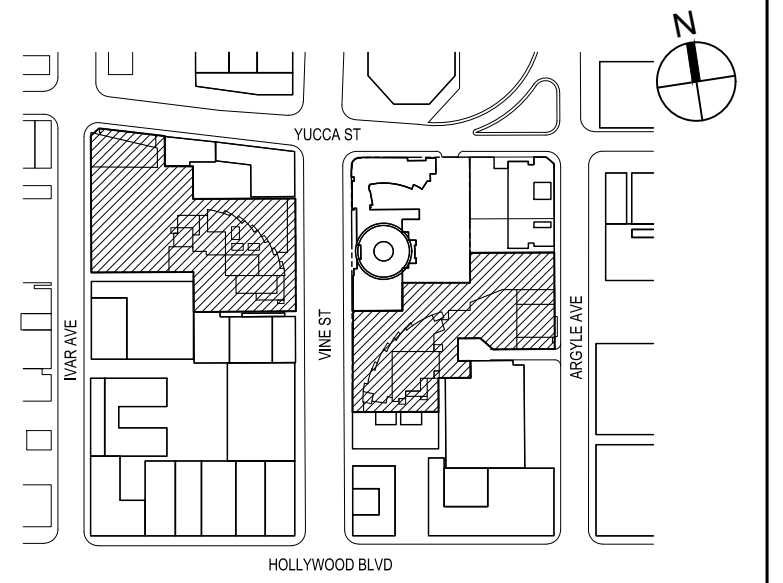
ARCHITECT
HANDEL ARCHITECTS, LLP
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NO.	DATE	ISSUANCE
1	APRIL 2018	ENTITLEMENT SUBMISSION
2	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE -
LEVEL 03-25

DRAWING NO:

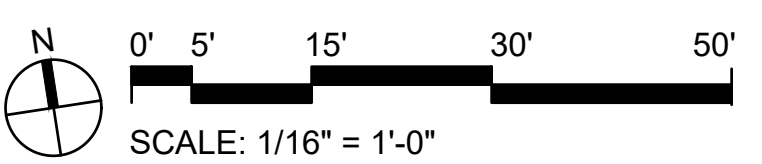
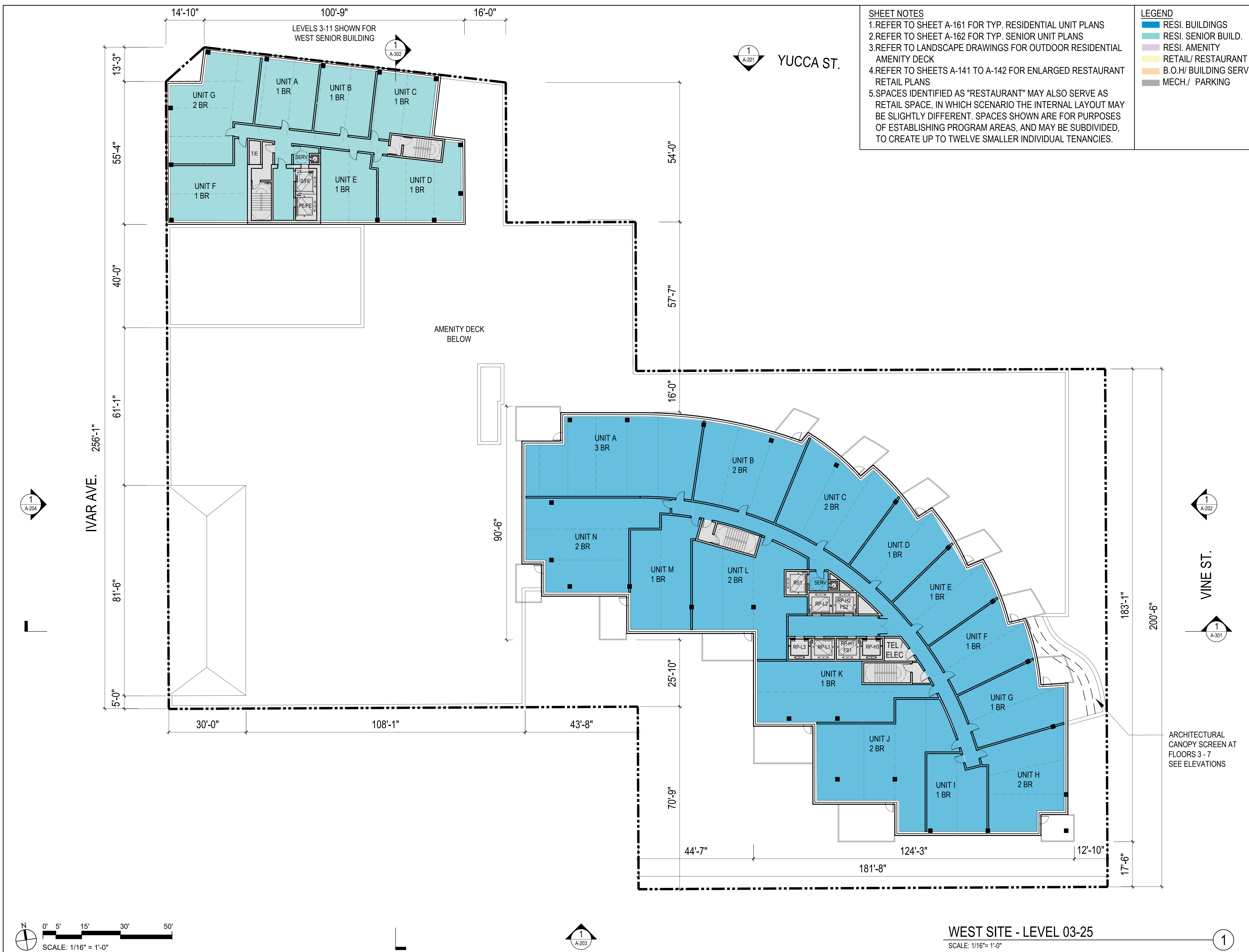
A-109

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LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

- SHEET NOTES**
1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
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WEST SITE - LEVEL 03-25
SCALE: 1/16" = 1'-0"

1

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APPLICANT
 MCAF VINE LLC
 1995 Broadway, 3rd Floor
 New York, NY 10023
 T: 212.875.4900
 F: 212.595.1831

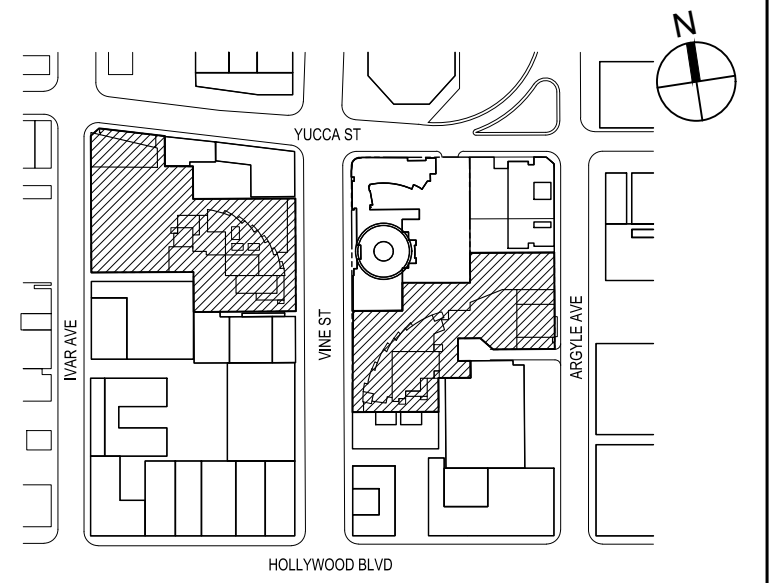
ARCHITECT
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 JAMES CORNER FIELD OPERATIONS
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 F: 212.433.1451

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 700 S. Flower Street, Suite 2100
 Los Angeles, CA 90017
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NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE -
 LEVEL 26

DRAWING NO:

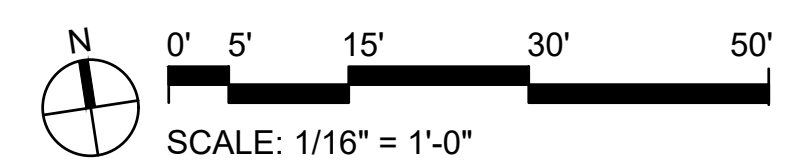
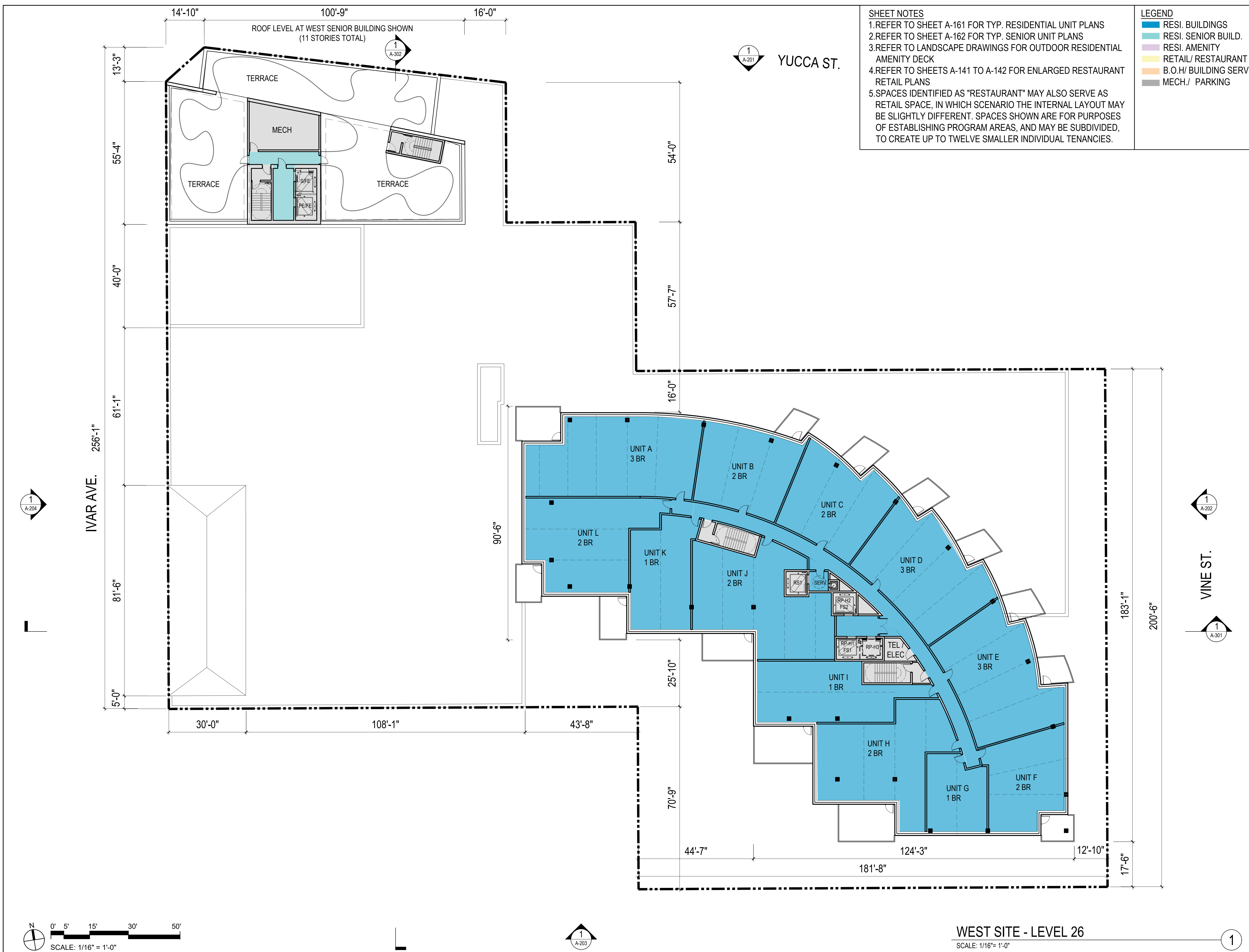
A-110

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



WEST SITE - LEVEL 26
 SCALE: 1/16" = 1'-0"

1

HOLLYWOOD CENTER

APPLICANT
 MCAF VINE LLC
 1995 Broadway, 3rd Floor
 New York, NY 10023
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 F: 212.595.1831

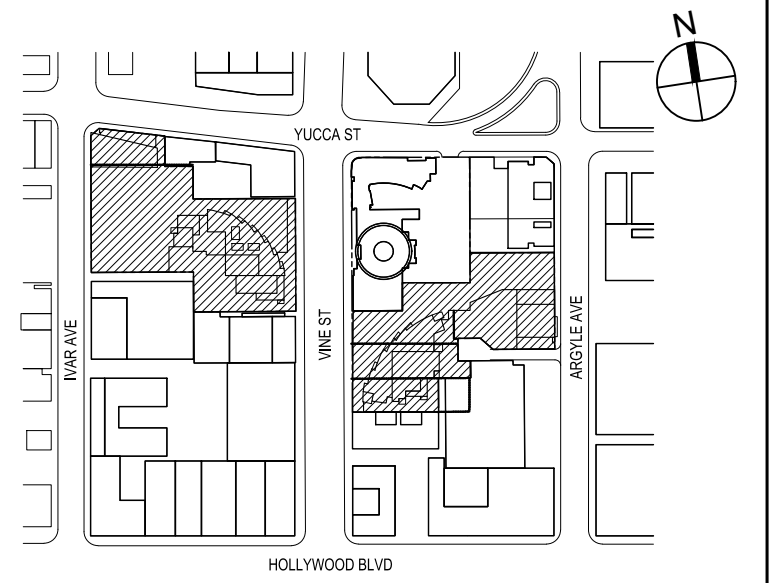
ARCHITECT
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 F: 212.433.1451

SURVEY
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 Los Angeles, CA 90017
 T: 213.418.0201

NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE -
 LEVEL 27-34

DRAWING NO:

A-111

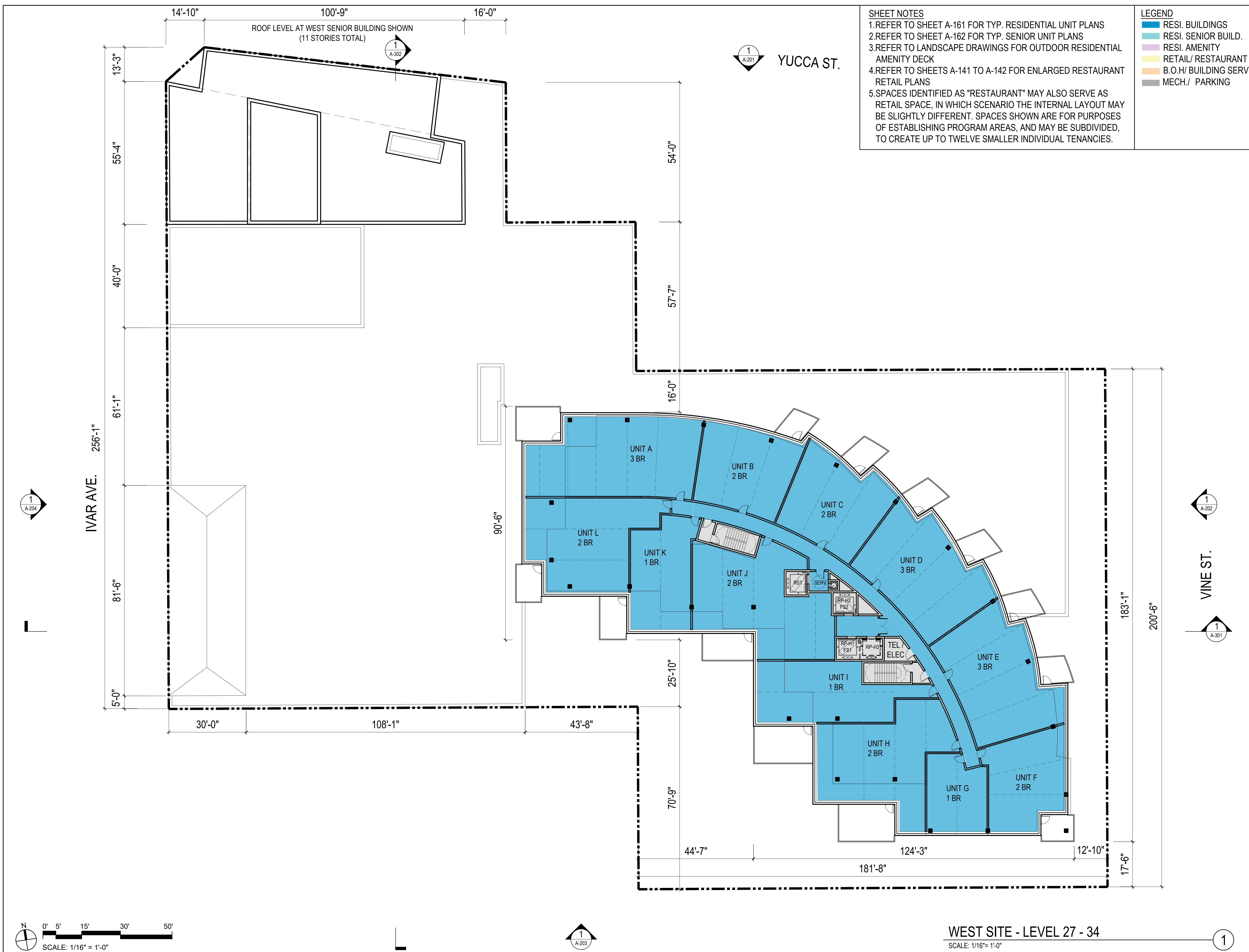
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SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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LEGEND

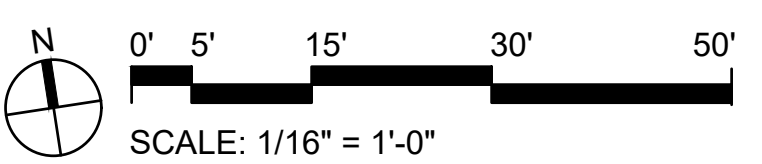
- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



WEST SITE - LEVEL 27 - 34

SCALE: 1/16" = 1'-0"

1



1
A-203

1
A-202

1
A-301

1
A-201

1
A-302

ROOF LEVEL AT WEST SENIOR BUILDING SHOWN
 (11 STORIES TOTAL)

YUCCA ST.

IVAR AVE. 256'-1"

VINE ST.

14'-10" 100'-9" 16'-0"

13'-3"

55'-4"

40'-0"

61'-1"

81'-6"

5'-0"

30'-0"

108'-1"

43'-8"

25'-10"

70'-9"

44'-7"

124'-3"

181'-8"

183'-1"

200'-6"

12'-10"

17'-6"

54'-0"

57'-7"

16'-0"

90'-6"

16'-0"

16'-0"

HOLLYWOOD CENTER

APPLICANT
 MCAF VINE LLC
 1995 Broadway, 3rd Floor
 New York, NY 10023
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 F: 212.595.1831

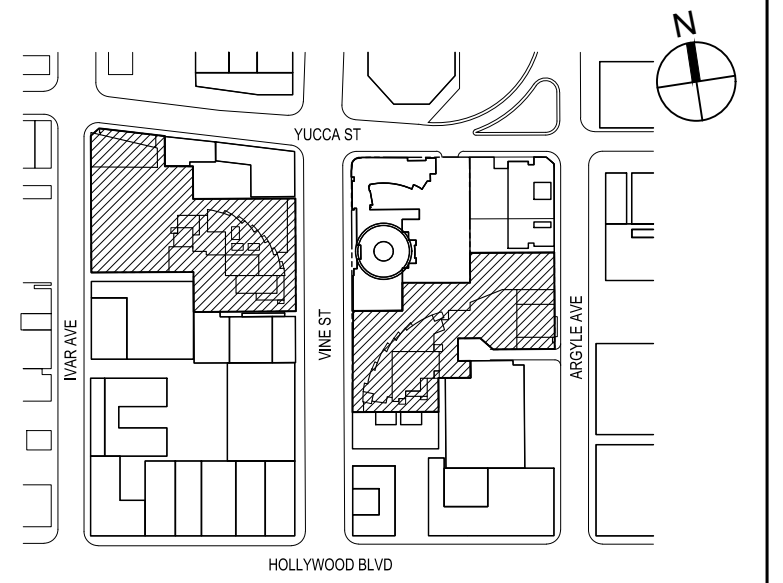
ARCHITECT
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NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE -
 LEVEL 35 PH

DRAWING NO:

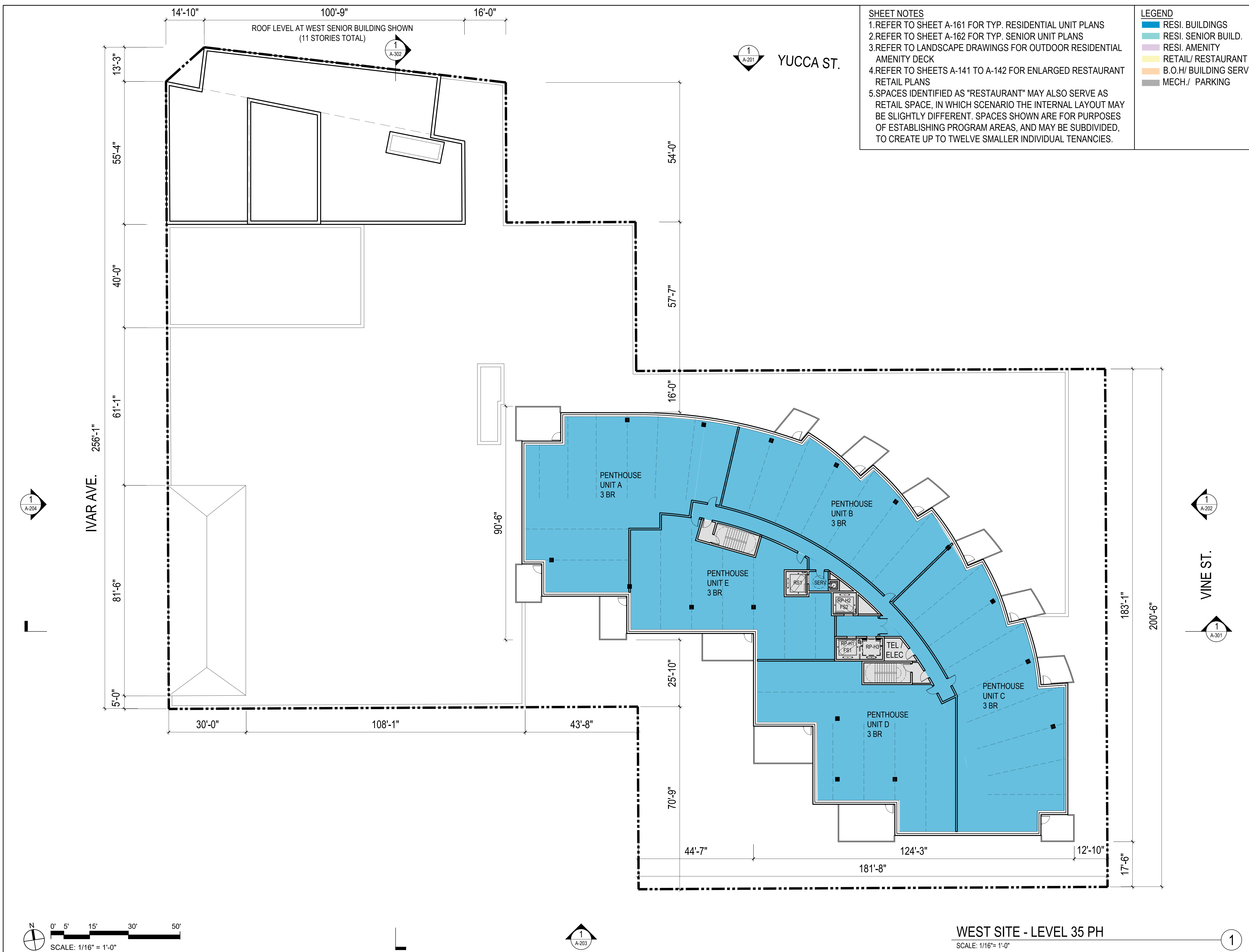
A-112

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



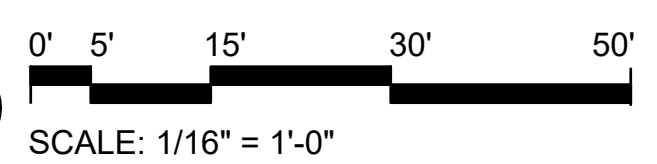
ROOF LEVEL AT WEST SENIOR BUILDING SHOWN
 (11 STORIES TOTAL)

YUCCA ST.

IVAR AVE. 256'-1"

VINE ST.

WEST SITE - LEVEL 35 PH
 SCALE: 1/16" = 1'-0"



1

HOLLYWOOD CENTER

APPLICANT
 MCAF VINE LLC
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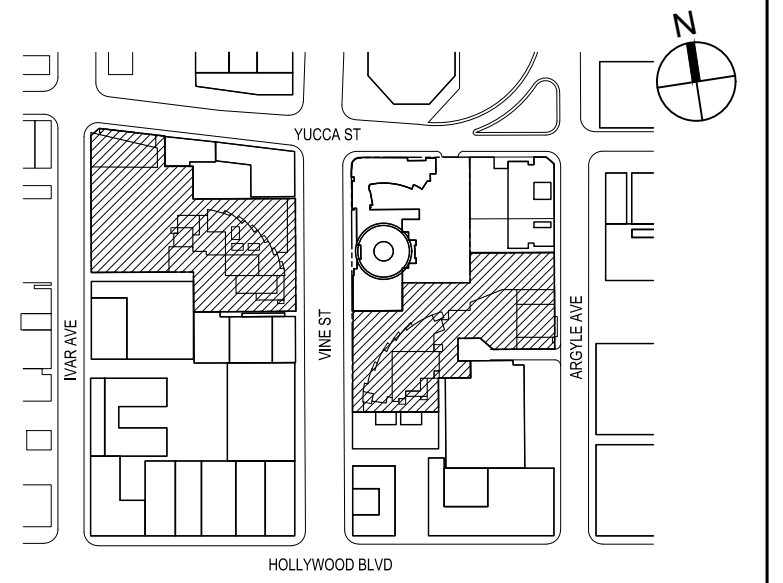
ARCHITECT
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NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE - MECHANICAL PENTHOUSE

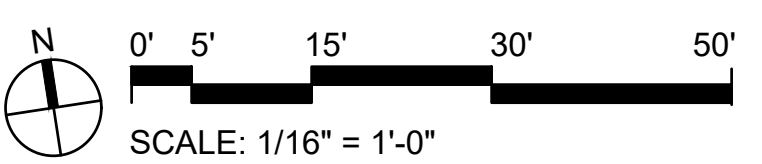
DRAWING NO:

A-113

LEGEND

[Blue Box]	RESI. BUILDINGS
[Light Blue Box]	RESI. SENIOR BUILD.
[Purple Box]	RESI. AMENITY
[Yellow Box]	RETAIL/ RESTAURANT
[Orange Box]	B.O.H/ BUILDING SERV.
[Grey Box]	MECH./ PARKING

- SHEET NOTES**
- REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
 - REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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WEST SITE - MECHANICAL PENTHOUSE
 SCALE: 1/16" = 1'-0"

1

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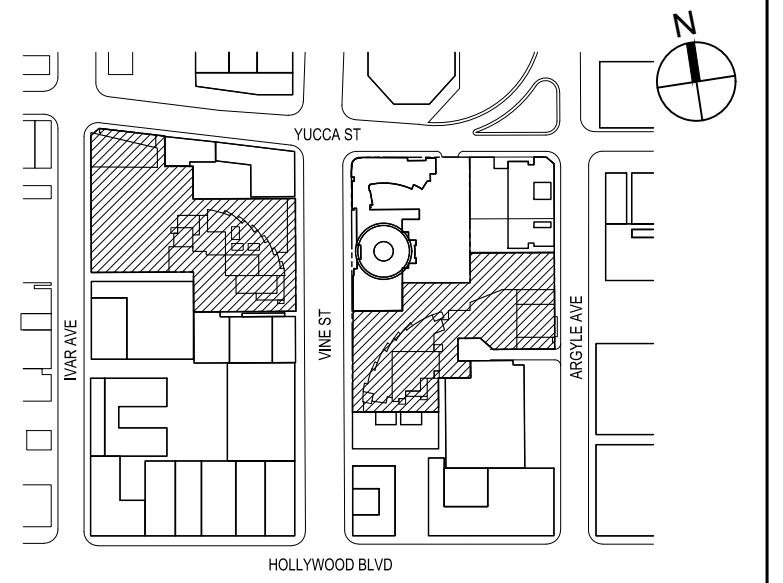
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1	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

WEST SITE - ROOF

DRAWING NO:

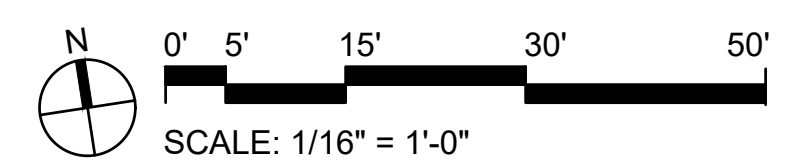
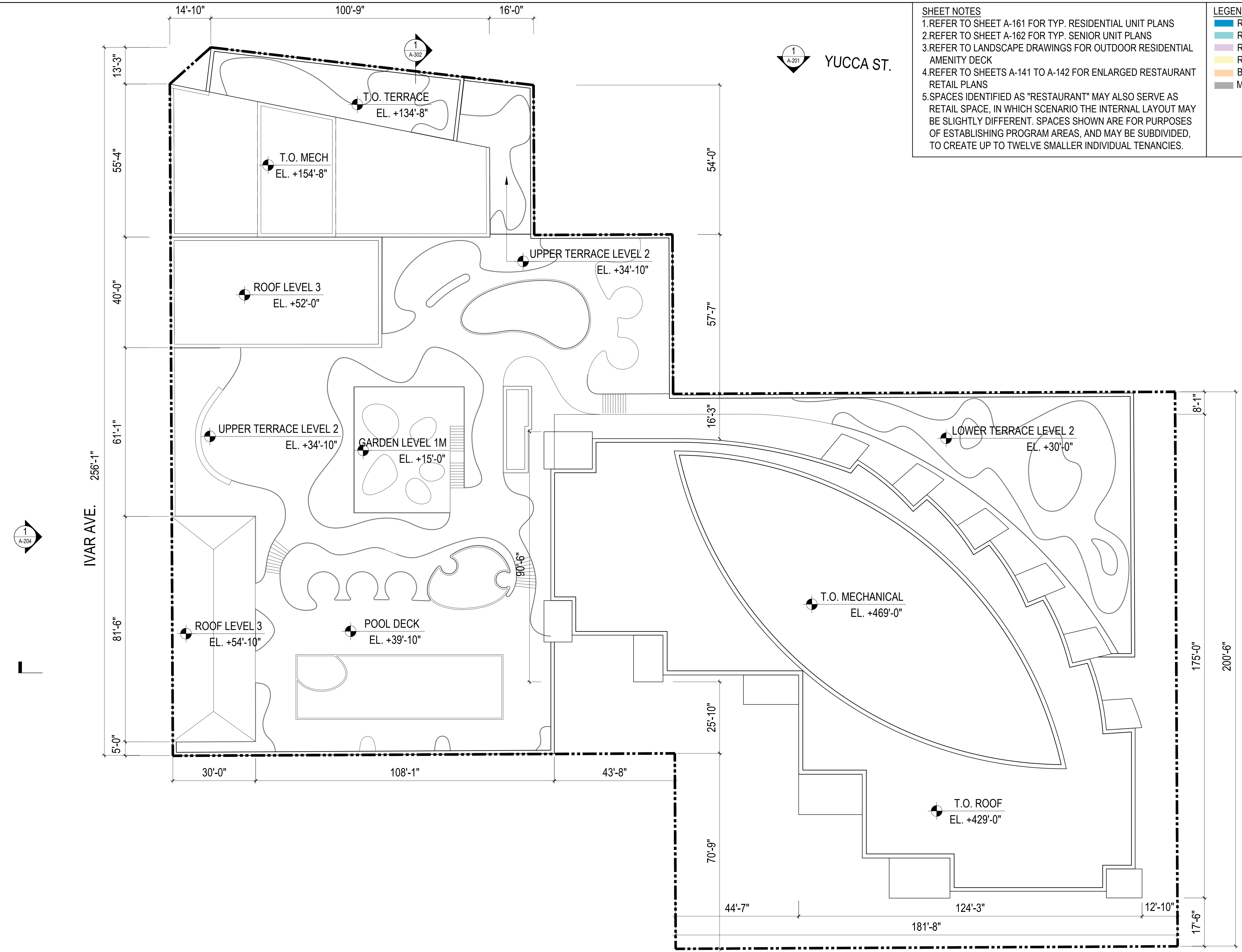
A-114

SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
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5. SPACES IDENTIFIED AS "RESTAURANT" MAY ALSO SERVE AS RETAIL SPACE, IN WHICH SCENARIO THE INTERNAL LAYOUT MAY BE SLIGHTLY DIFFERENT. SPACES SHOWN ARE FOR PURPOSES OF ESTABLISHING PROGRAM AREAS, AND MAY BE SUBDIVIDED, TO CREATE UP TO TWELVE SMALLER INDIVIDUAL TENANCIES.

LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING



WEST SITE - ROOF

SCALE: 1/16" = 1'-0"

1

HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
1995 Broadway, 3rd Floor
New York, NY 10023
T: 212.875.4900
F: 212.595.1831

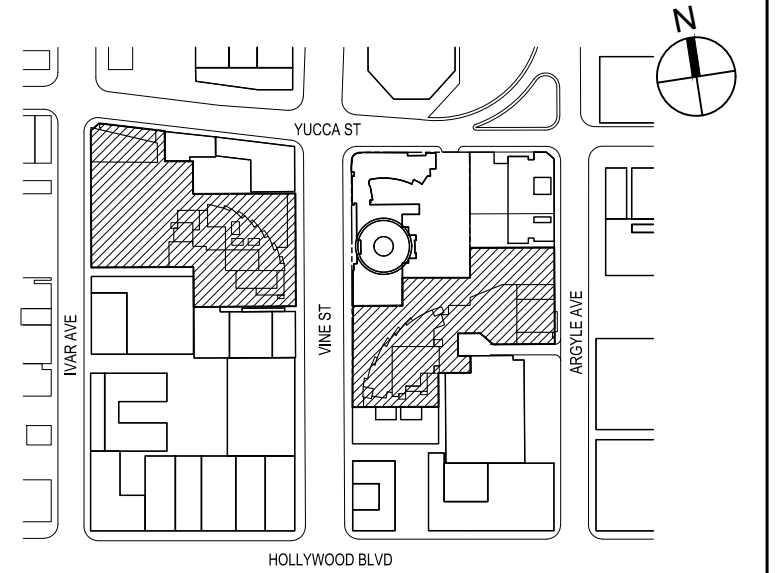
ARCHITECT
HANDEL ARCHITECTS, LLP
120 Broadway, 6th Floor
New York, NY 10271
T: 212.595.4112
F: 212.595.9032

LANDSCAPE ARCHITECT
JAMES CORNER FIELD OPERATIONS
475 Tenth Avenue, 9TH FL
New York, NY 10018
T: 212.433.1450
F: 212.433.1451

SURVEY
KPF
700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
T: 213.418.0201

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APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



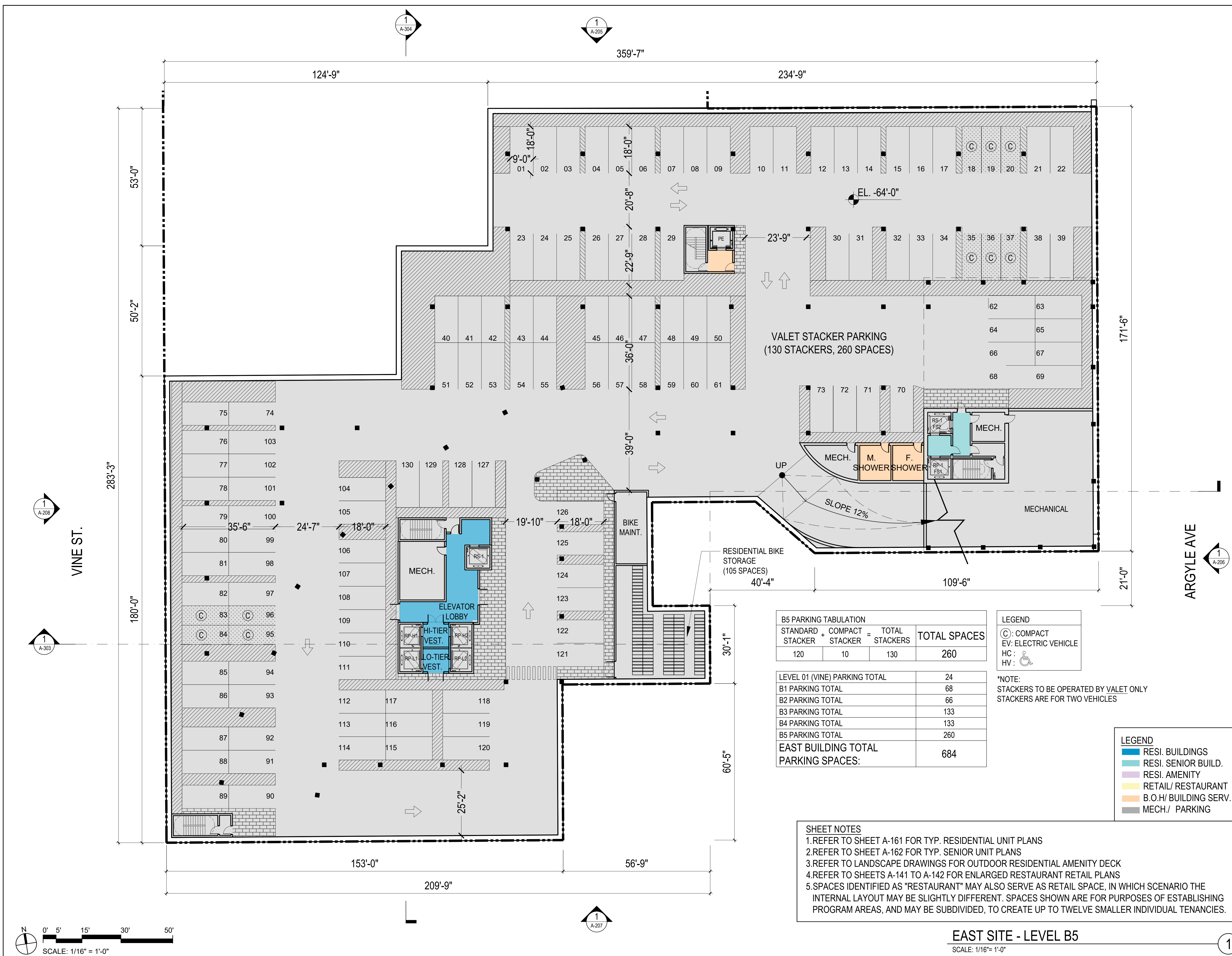
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - LEVEL B5

DRAWING NO:

A-121



B5 PARKING TABULATION

STANDARD STACKER	COMPACT STACKER	TOTAL STACKERS	TOTAL SPACES
120	10	130	260

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

LEGEND

Ⓢ: COMPACT
EV: ELECTRIC VEHICLE
HC: ♿
HV: ♿

*NOTE:
STACKERS TO BE OPERATED BY VALET ONLY
STACKERS ARE FOR TWO VEHICLES

LEGEND

■ RESI. BUILDINGS
■ RESI. SENIOR BUILD.
■ RESI. AMENITY
■ RETAIL/ RESTAURANT
■ B.O.H/ BUILDING SERV.
■ MECH./ PARKING

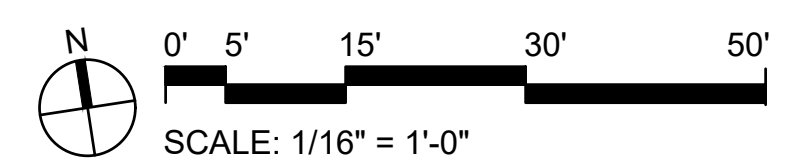
SHEET NOTES

- REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
- REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
- REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
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EAST SITE - LEVEL B5

SCALE: 1/16" = 1'-0"

1



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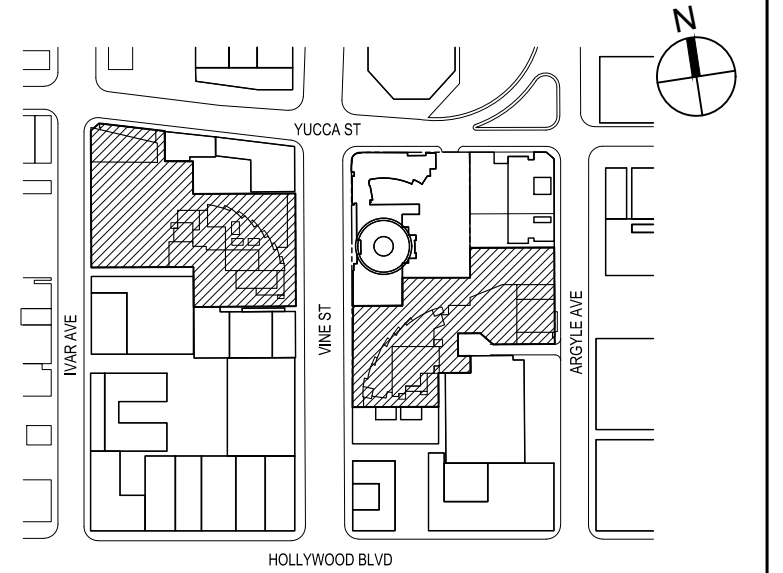
ARCHITECT
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



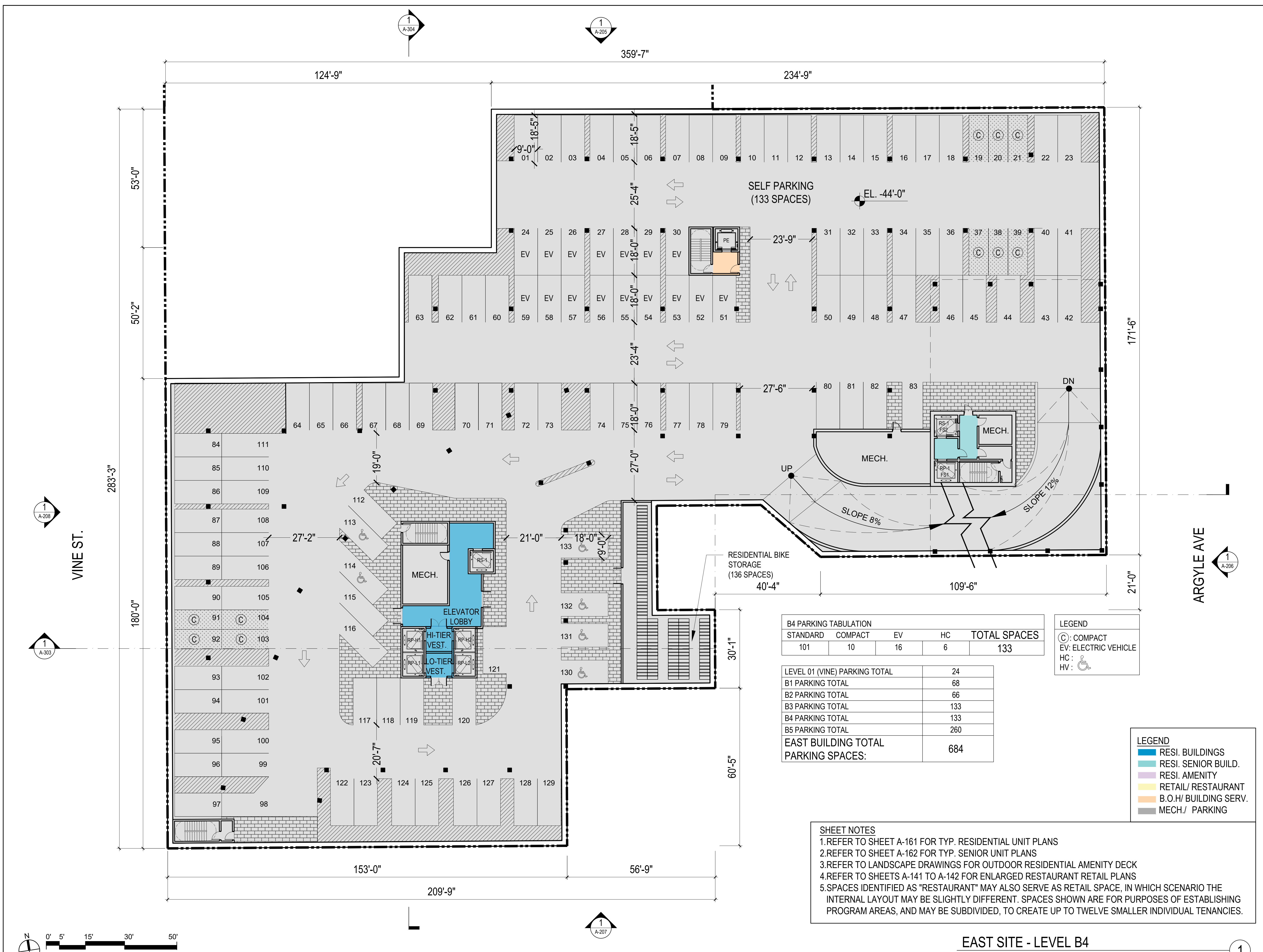
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SIDE - LEVEL B4

DRAWING NO:

A-122



B4 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
101	10	16	6	133

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

LEGEND
(C): COMPACT
EV: ELECTRIC VEHICLE
HC:
HV:

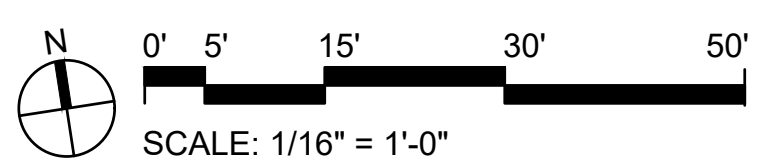
LEGEND
RESI. BUILDINGS
RESI. SENIOR BUILD.
RESI. AMENITY
RETAIL/ RESTAURANT
B.O.H/ BUILDING SERV.
MECH./ PARKING

SHEET NOTES
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3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
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EAST SITE - LEVEL B4

SCALE: 1/16" = 1'-0"

1



HOLLYWOOD CENTER

APPLICANT
 MCAF VINE LLC
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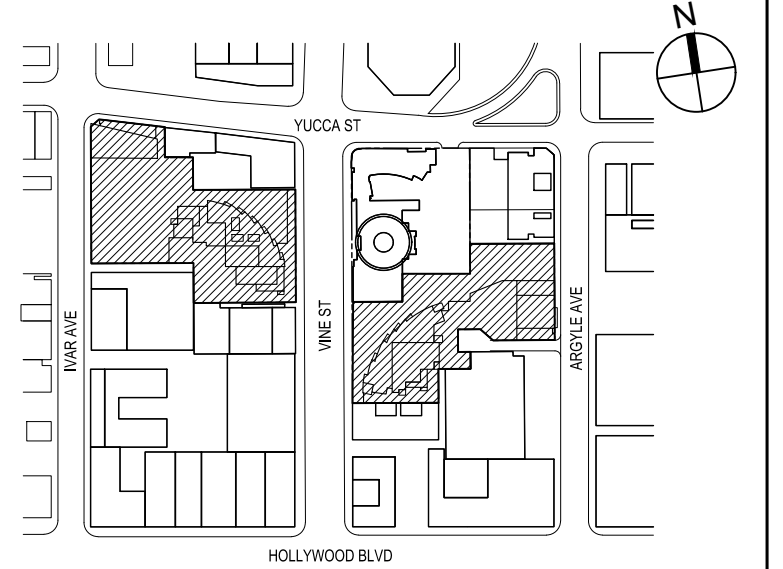
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



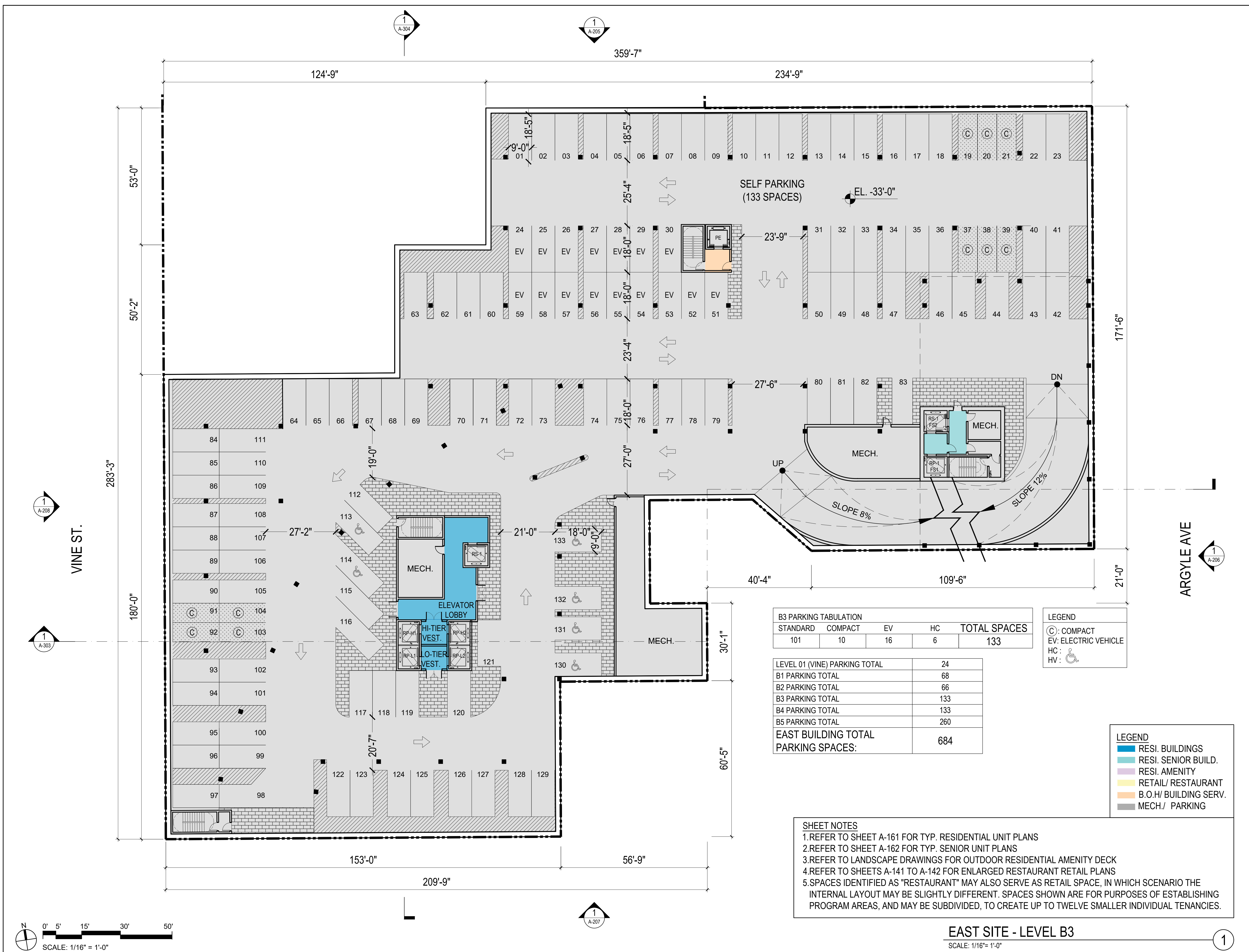
SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

EAST SIDE - LEVEL B3

DRAWING NO:

A-123



B3 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
101	10	16	6	133

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

LEGEND
 (C): COMPACT
 EV: ELECTRIC VEHICLE
 HC:
 HV:

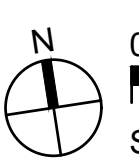
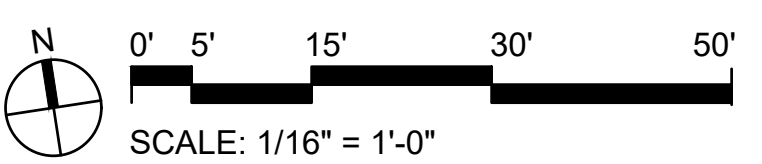
LEGEND
 (Blue) RESI. BUILDINGS
 (Light Blue) RESI. SENIOR BUILD.
 (Light Green) RESI. AMENITY
 (Yellow) RETAIL/ RESTAURANT
 (Orange) B.O.H/ BUILDING SERV.
 (Grey) MECH./ PARKING

SHEET NOTES
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EAST SITE - LEVEL B3

SCALE: 1/16" = 1'-0"

1



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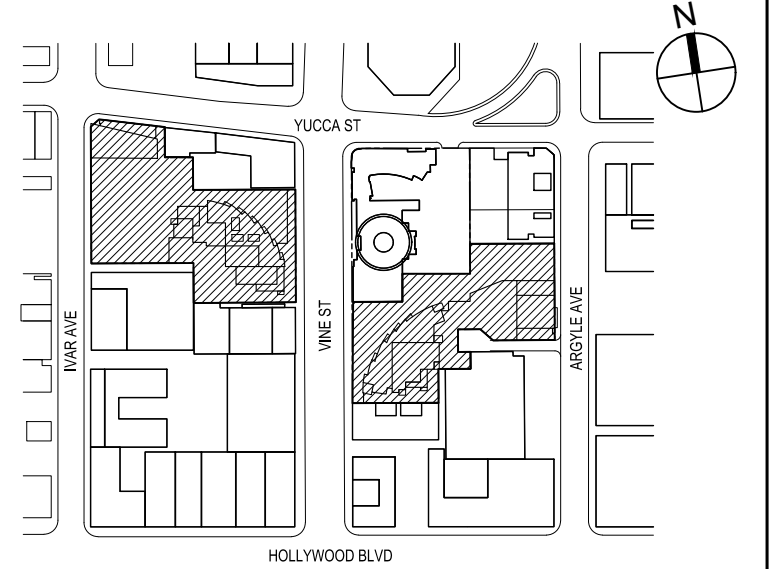
ARCHITECT
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



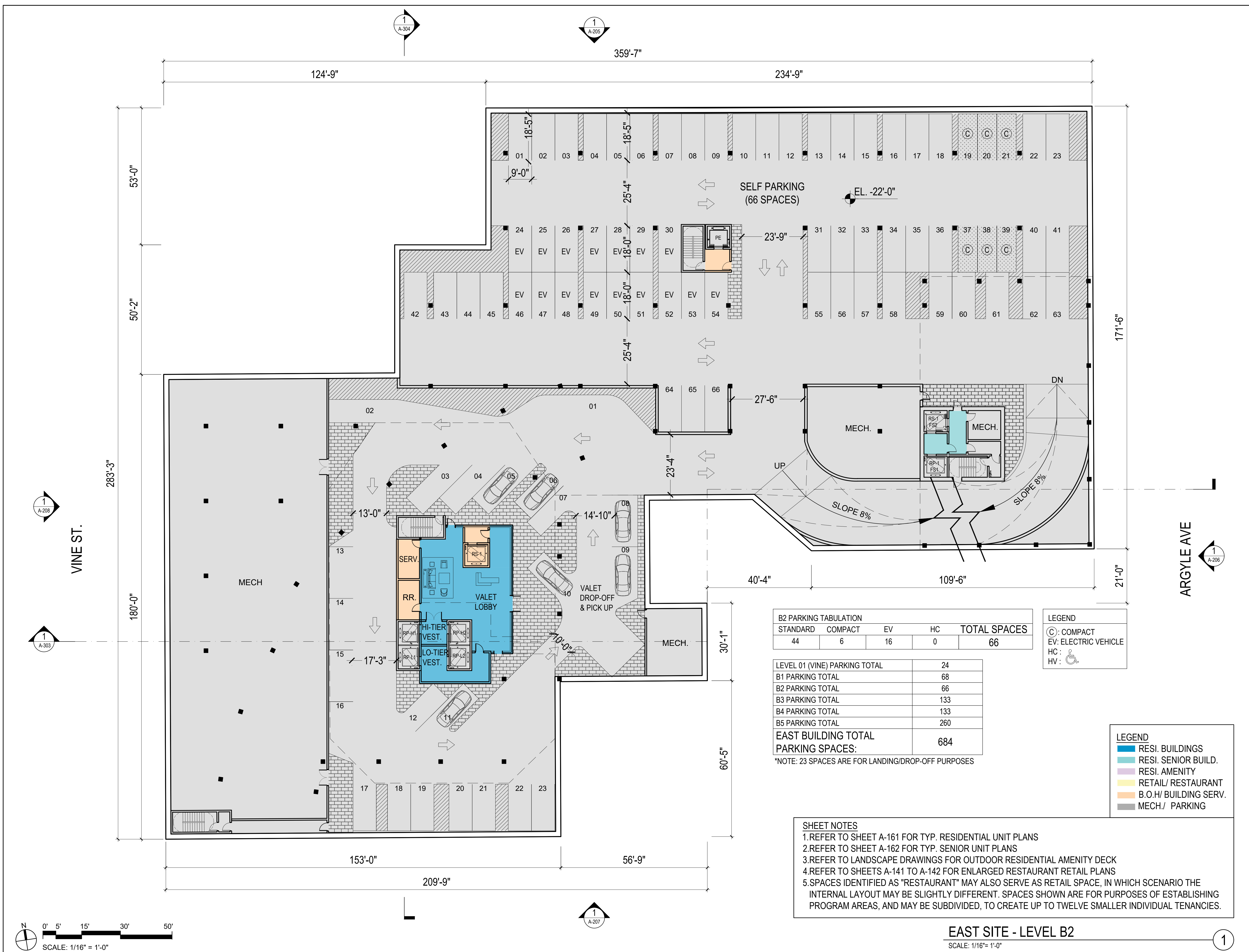
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - LEVEL B2

DRAWING NO:

A-124



B2 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
44	6	16	0	66

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

*NOTE: 23 SPACES ARE FOR LANDING/DROP-OFF PURPOSES

LEGEND

- ⊙: COMPACT
- EV: ELECTRIC VEHICLE
- HC: ♿
- HV: ♿

LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

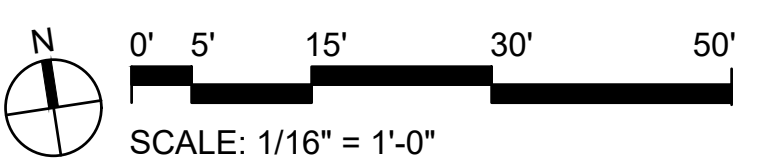
SHEET NOTES

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- REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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EAST SITE - LEVEL B2

SCALE: 1/16" = 1'-0"

1



HOLLYWOOD CENTER

APPLICANT
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F: 212.595.1831

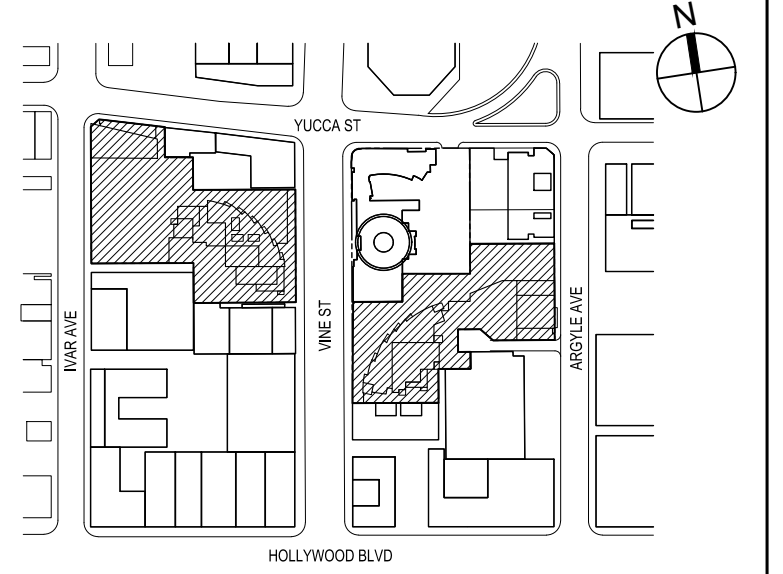
ARCHITECT
HANDEL ARCHITECTS, LLP
120 Broadway, 6th Floor
New York, NY 10271
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F: 212.595.9032

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KEY PLAN



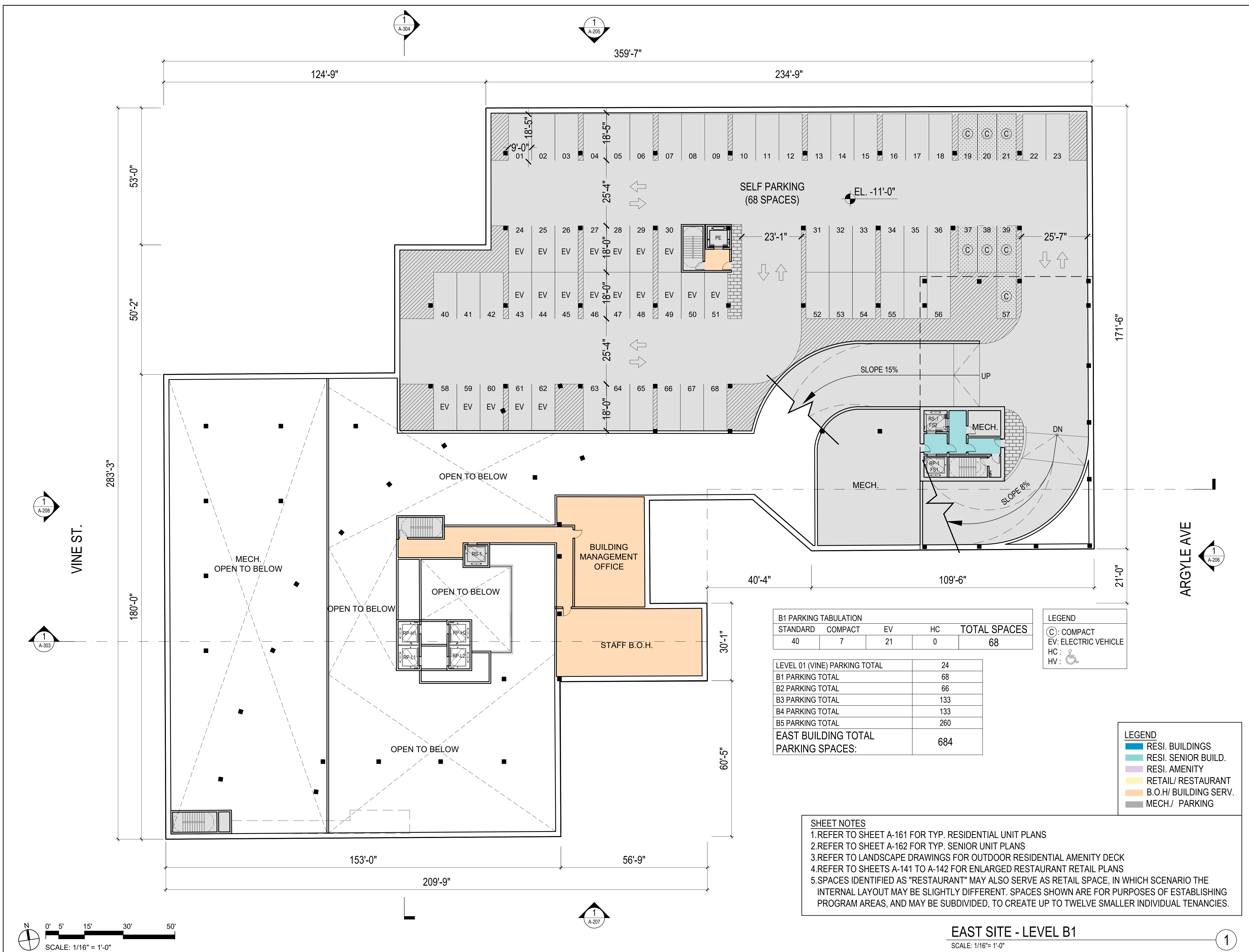
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - LEVEL B1

DRAWING NO:

A-125



B1 PARKING TABULATION

STANDARD	COMPACT	EV	HC	TOTAL SPACES
40	7	21	0	68

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

LEGEND
(C): COMPACT
EV: ELECTRIC VEHICLE
HC:
HV:

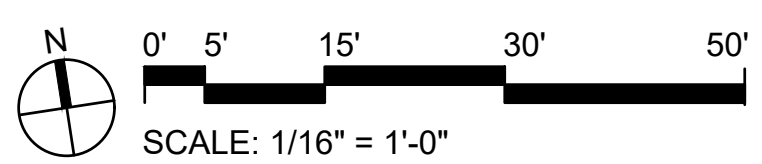
LEGEND
 RESI. BUILDINGS
 RESI. SENIOR BUILD.
 RESI. AMENITY
 RETAIL/ RESTAURANT
 B.O.H/ BUILDING SERV.
 MECH./ PARKING

SHEET NOTES
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EAST SITE - LEVEL B1

SCALE: 1/16" = 1'-0"

1



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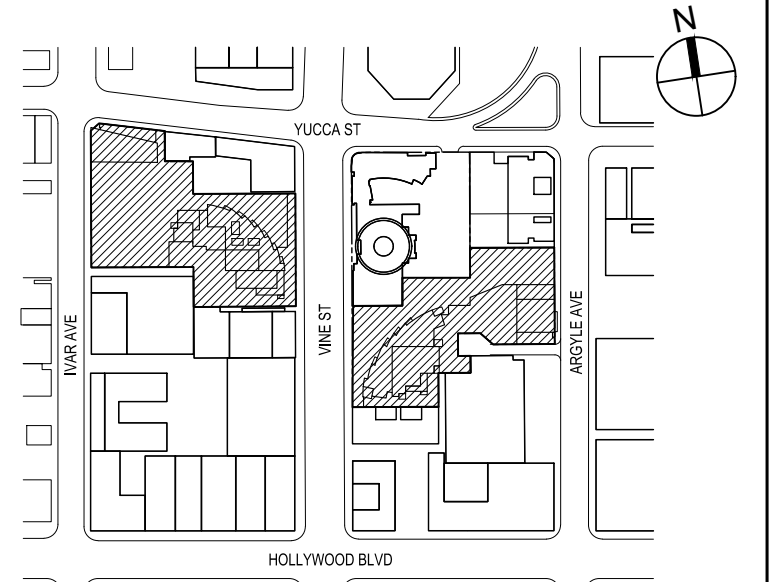
ARCHITECT
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KEY PLAN

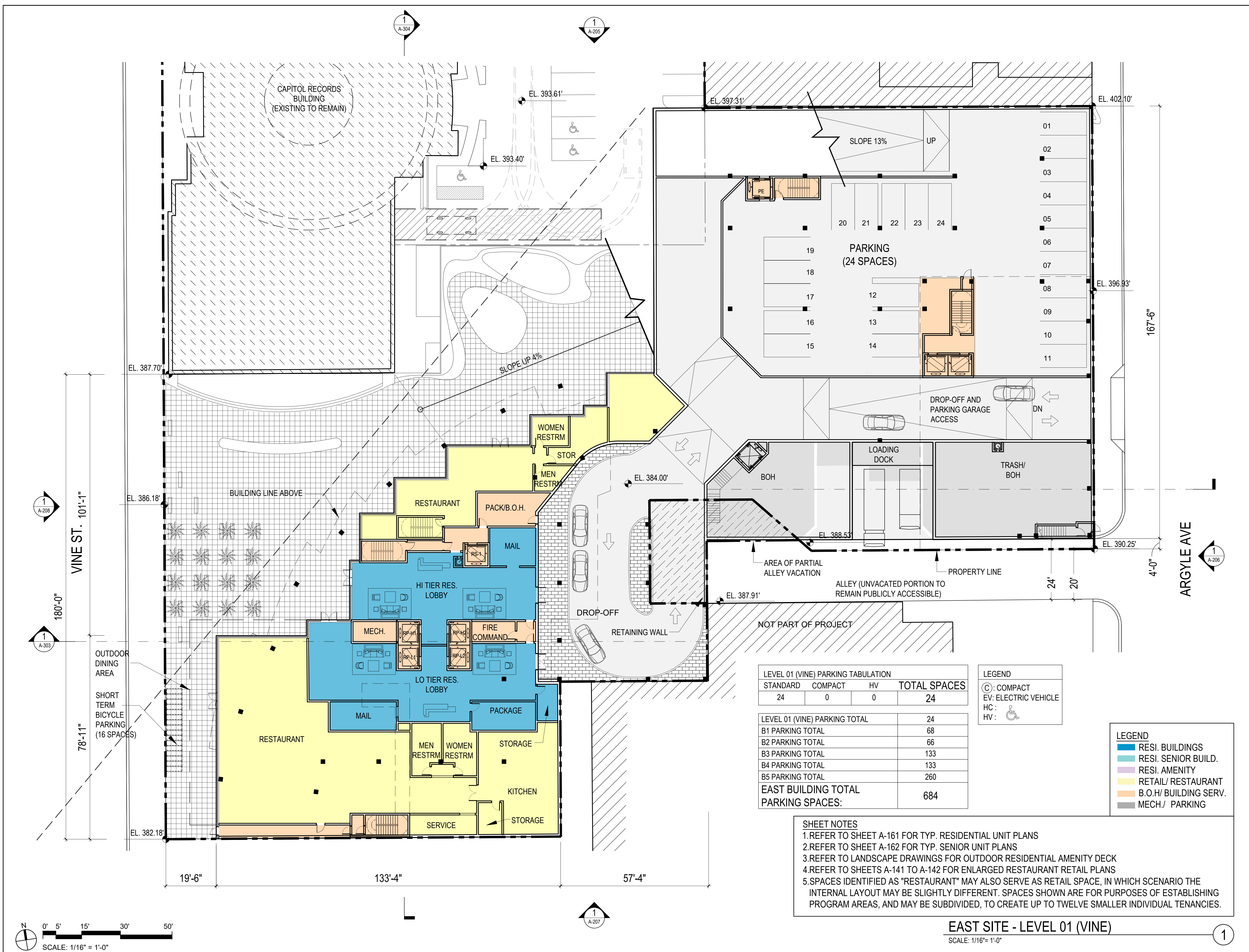


SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - LEVEL 01 (VINE)

DRAWING NO:

A-126



LEVEL 01 (VINE) PARKING TABULATION

STANDARD	COMPACT	HV	TOTAL SPACES
24	0	0	24

LEVEL 01 (VINE) PARKING TOTAL

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL	684

LEGEND
⊙ : COMPACT
⊖ : ELECTRIC VEHICLE
HC :
HV :

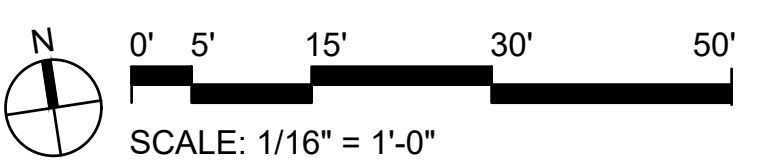
LEGEND
■ RESI. BUILDINGS
■ RESI. SENIOR BUILD.
■ RESI. AMENITY
■ RETAIL/ RESTAURANT
■ B.O.H./ BUILDING SERV.
■ MECH./ PARKING

SHEET NOTES
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EAST SITE - LEVEL 01 (VINE)

SCALE: 1/16" = 1'-0"

1



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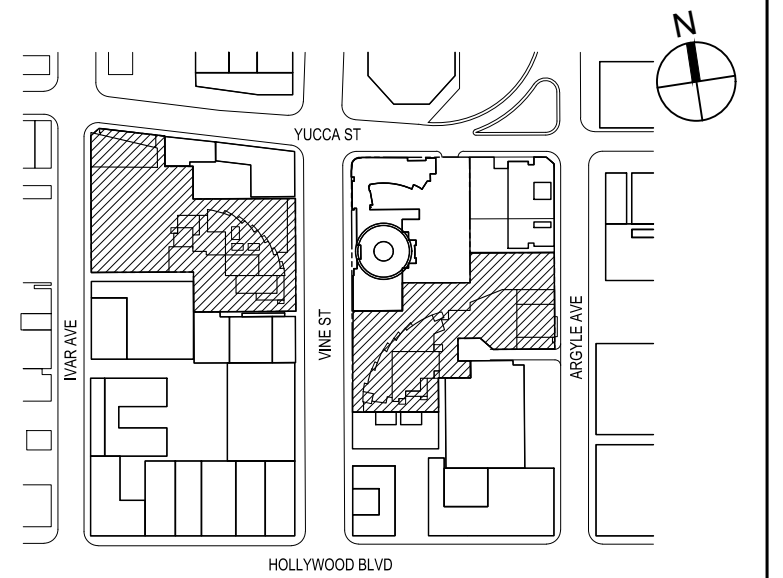
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KEY PLAN

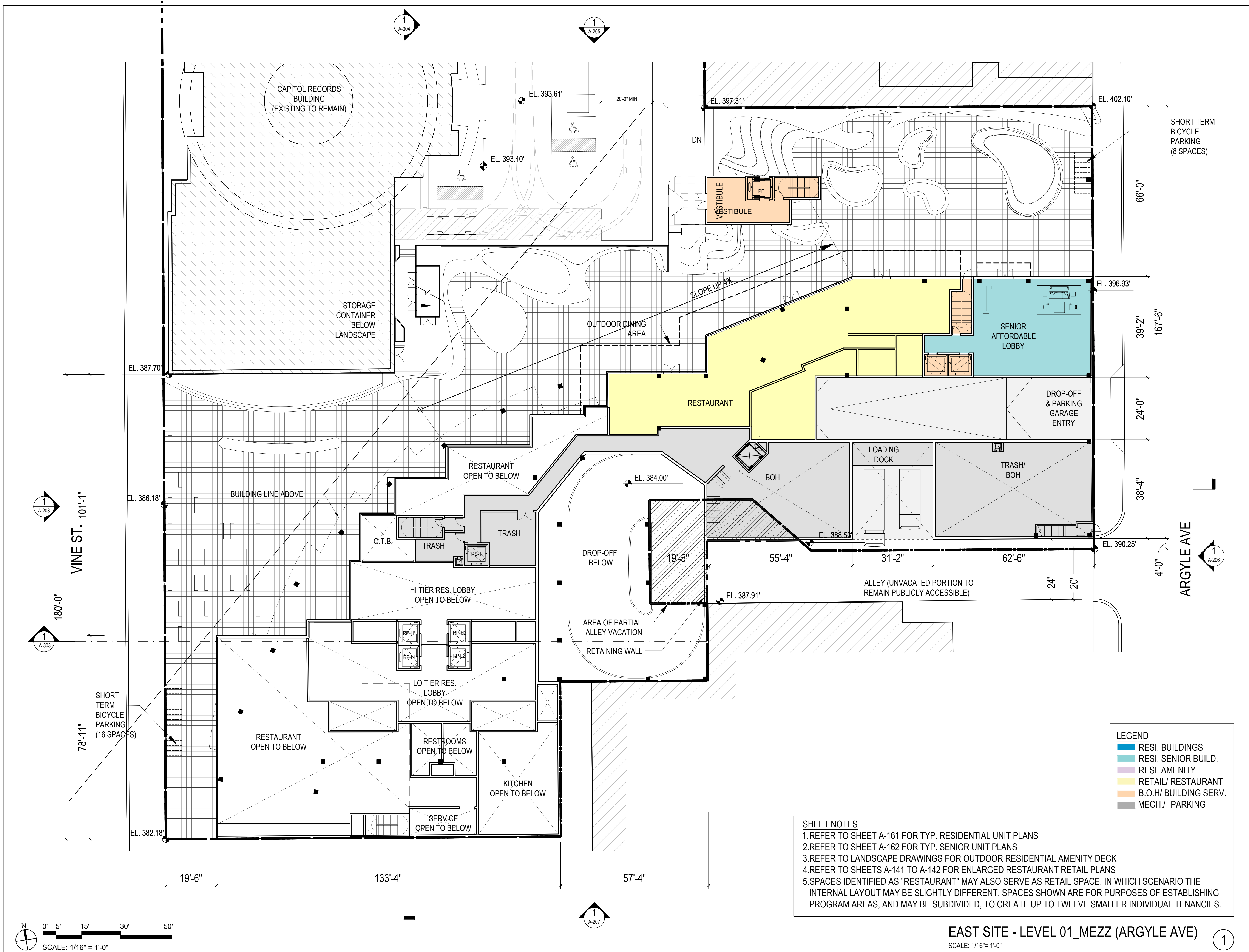


SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
**EAST SITE -
LEVEL 01_MEZZ
(ARGYLE)**

DRAWING NO:

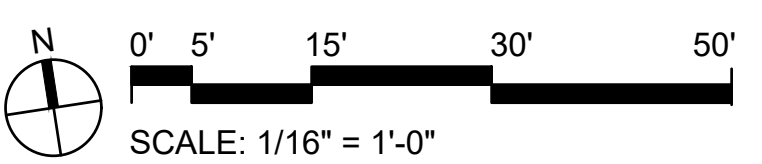
A-127



EAST SITE - LEVEL 01_MEZZ (ARGYLE AVE)

SCALE: 1/16" = 1'-0"

1



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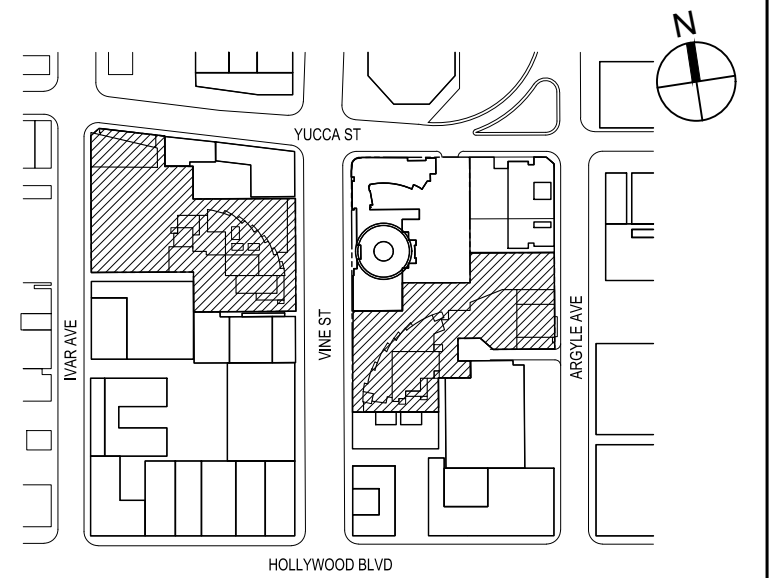
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KEY PLAN



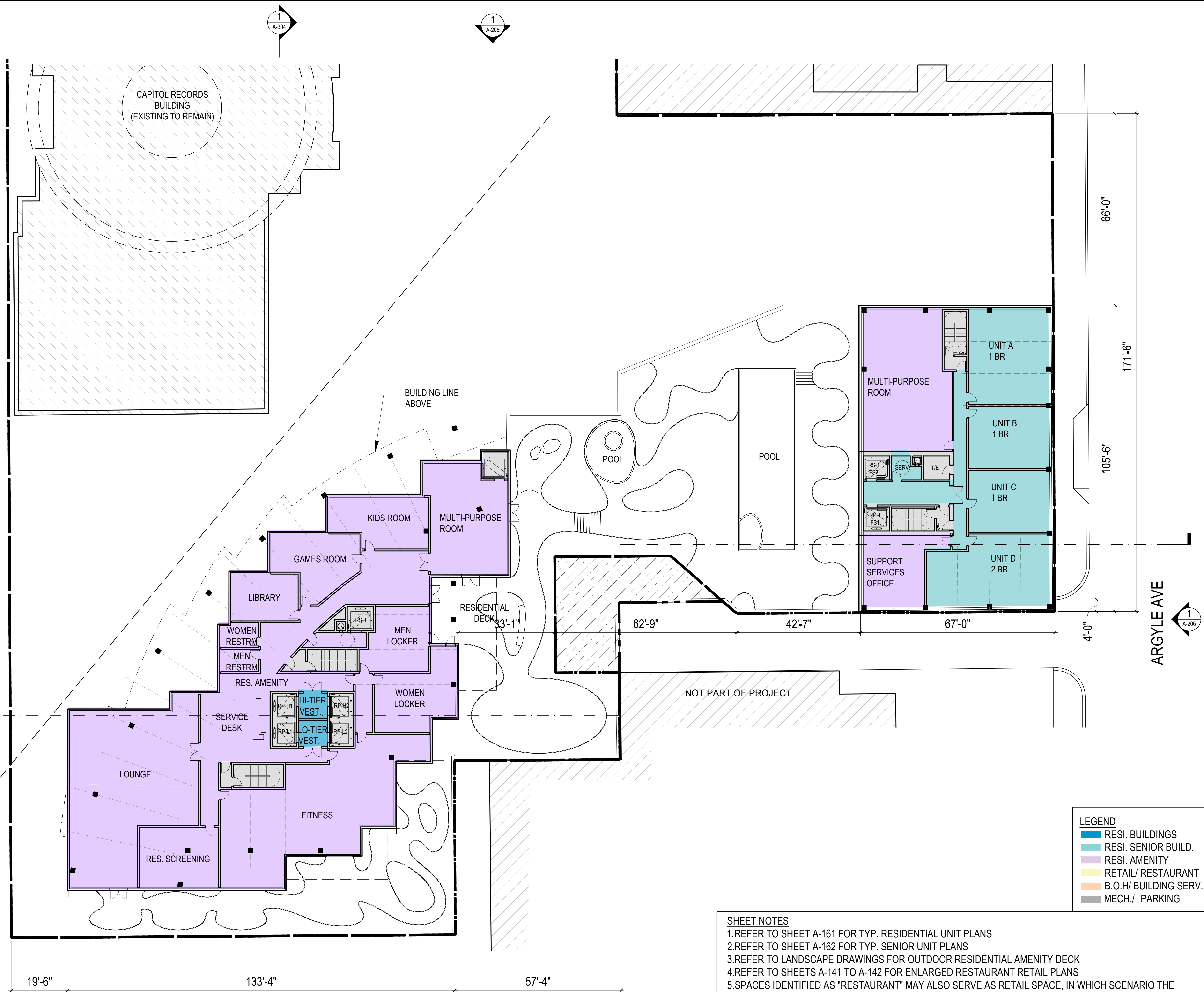
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - LEVEL 02

DRAWING NO:

A-128



LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH/ PARKING

SHEET NOTES

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- REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
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EAST SITE - LEVEL 02
SCALE: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"

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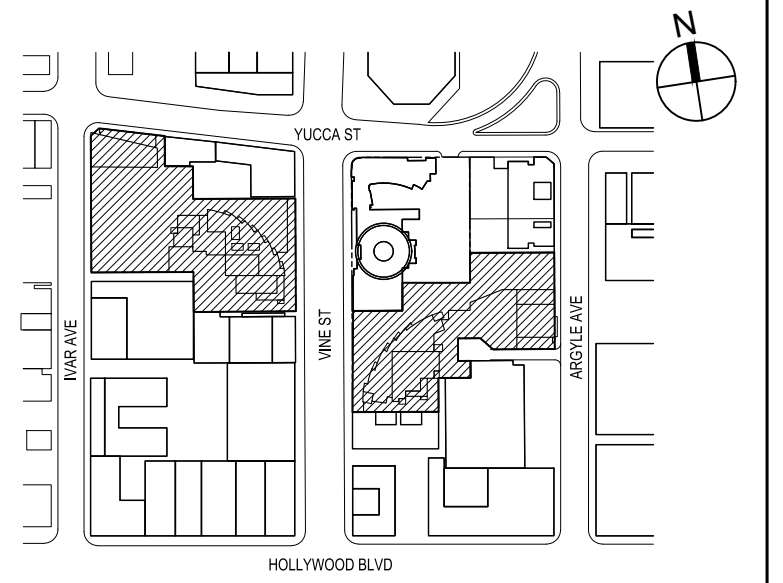
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE -
LEVEL 03-06

DRAWING NO:

A-129

© Handel Architects LLP 2018

NOT PART OF PROJECT

AMENITY DECK
BELOW

LEVELS 3-6 SHOWN FOR
EAST SENIOR BUILDING

NOT PART OF PROJECT

LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

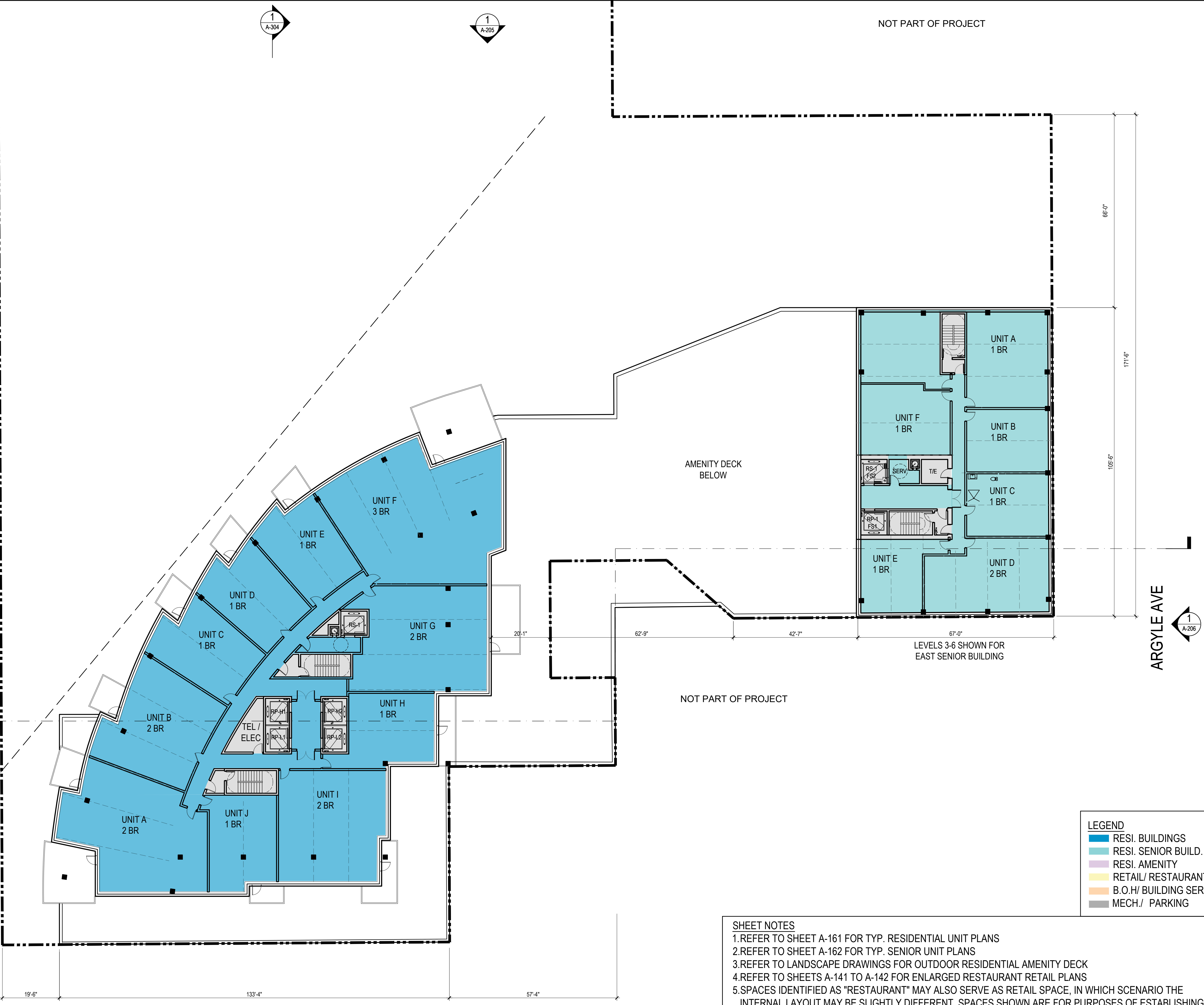
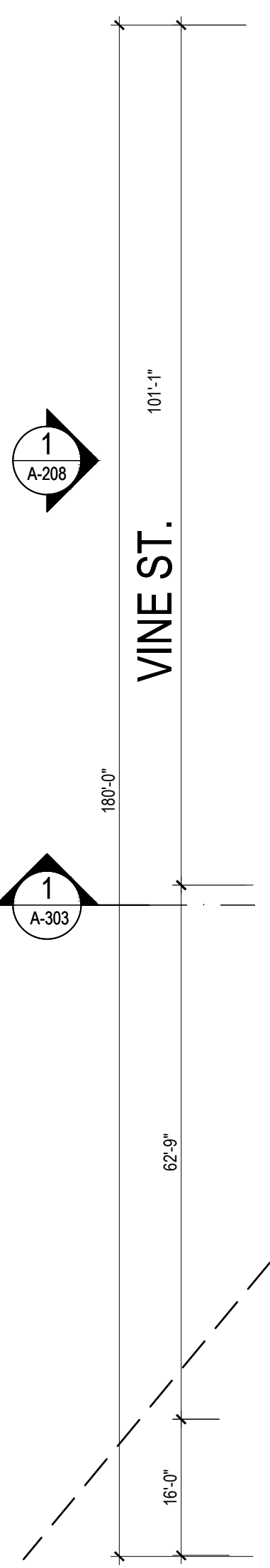
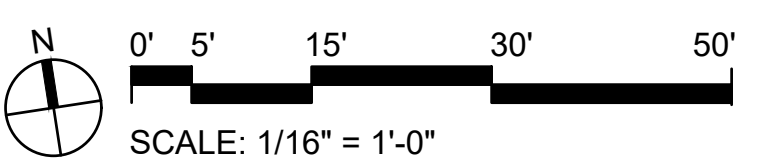
SHEET NOTES

1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
4. REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS
5. SPACES IDENTIFIED AS "RESTAURANT" MAY ALSO SERVE AS RETAIL SPACE, IN WHICH SCENARIO THE INTERNAL LAYOUT MAY BE SLIGHTLY DIFFERENT. SPACES SHOWN ARE FOR PURPOSES OF ESTABLISHING PROGRAM AREAS, AND MAY BE SUBDIVIDED, TO CREATE UP TO TWELVE SMALLER INDIVIDUAL TENANCIES.

EAST SITE - LEVEL 03-06

SCALE: 1/16" = 1'-0"

1



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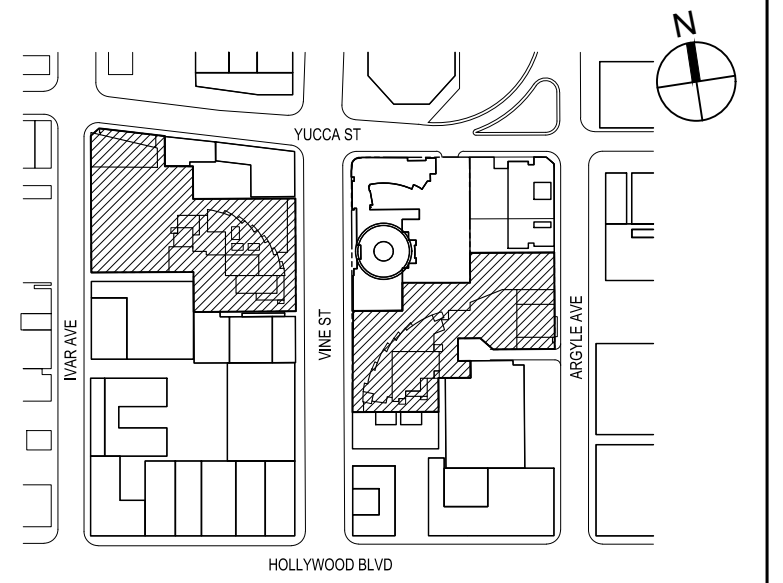
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KEY PLAN



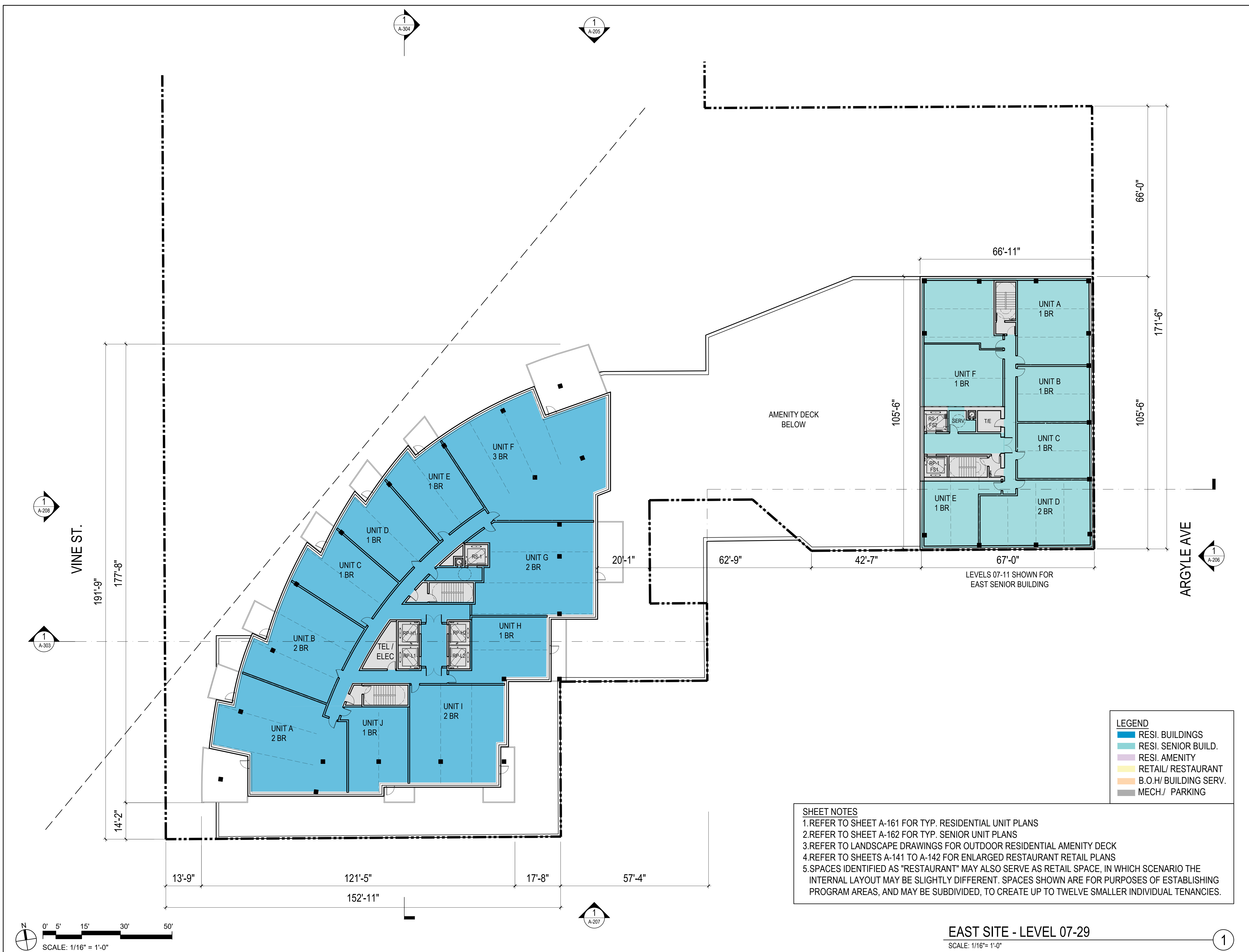
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE -
LEVEL 07-29

DRAWING NO:

A-130



LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

SHEET NOTES

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EAST SITE - LEVEL 07-29

SCALE: 1/16" = 1'-0"

1

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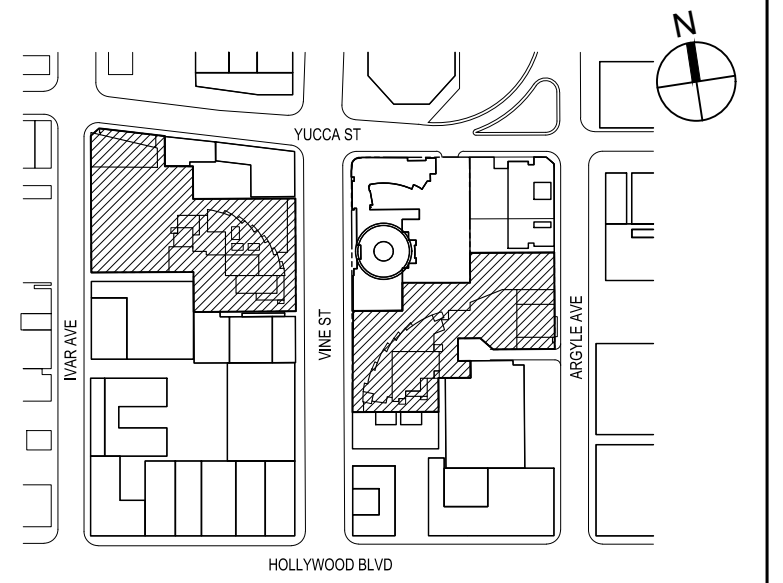
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KEY PLAN



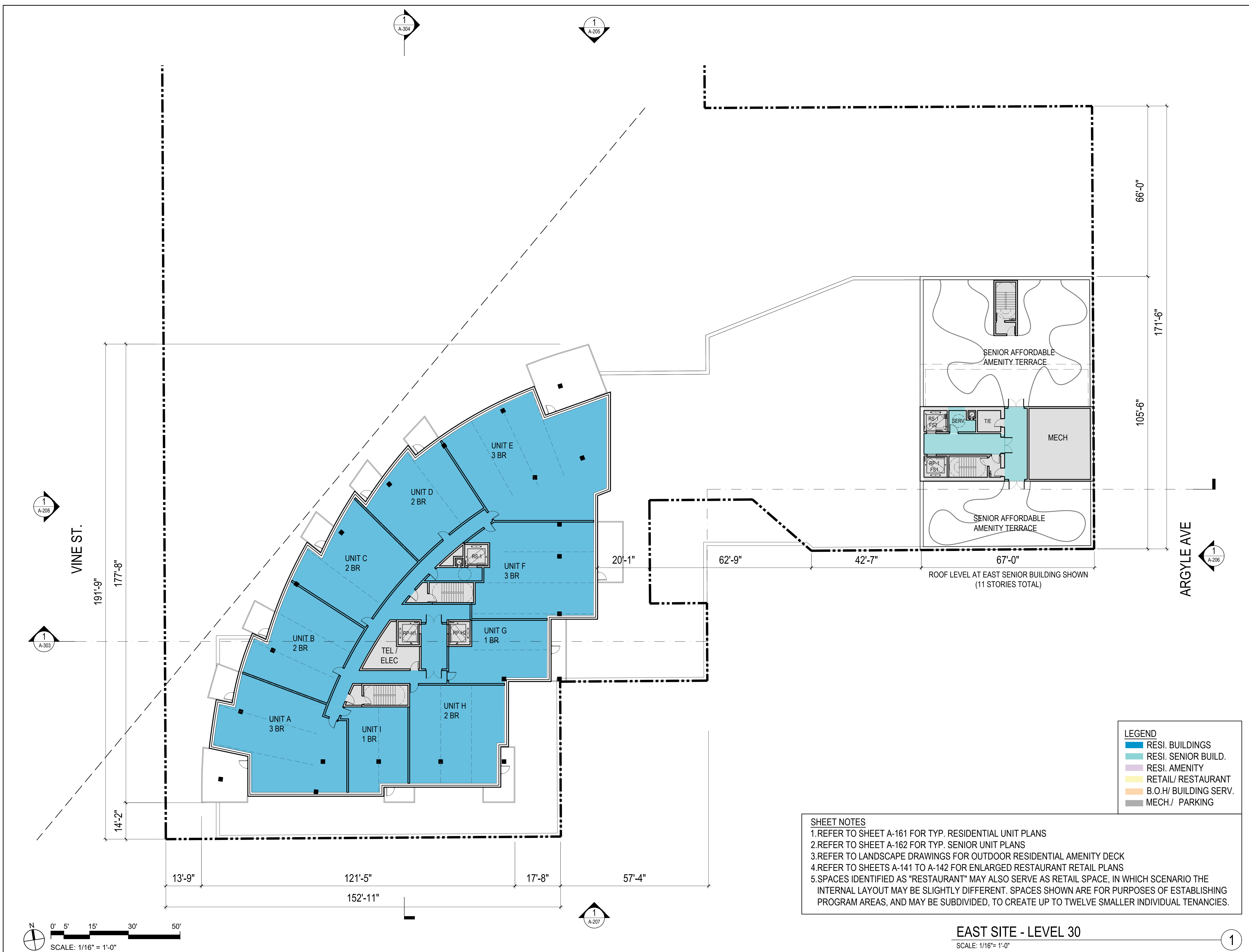
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - LEVEL 30

DRAWING NO:

A-131



LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

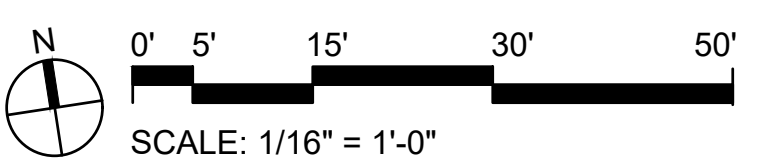
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EAST SITE - LEVEL 30

SCALE: 1/16" = 1'-0"

1



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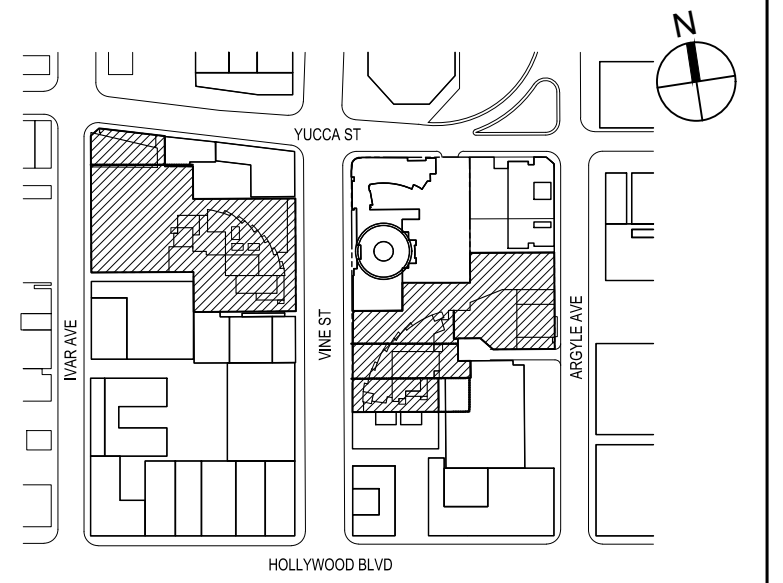
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KEY PLAN



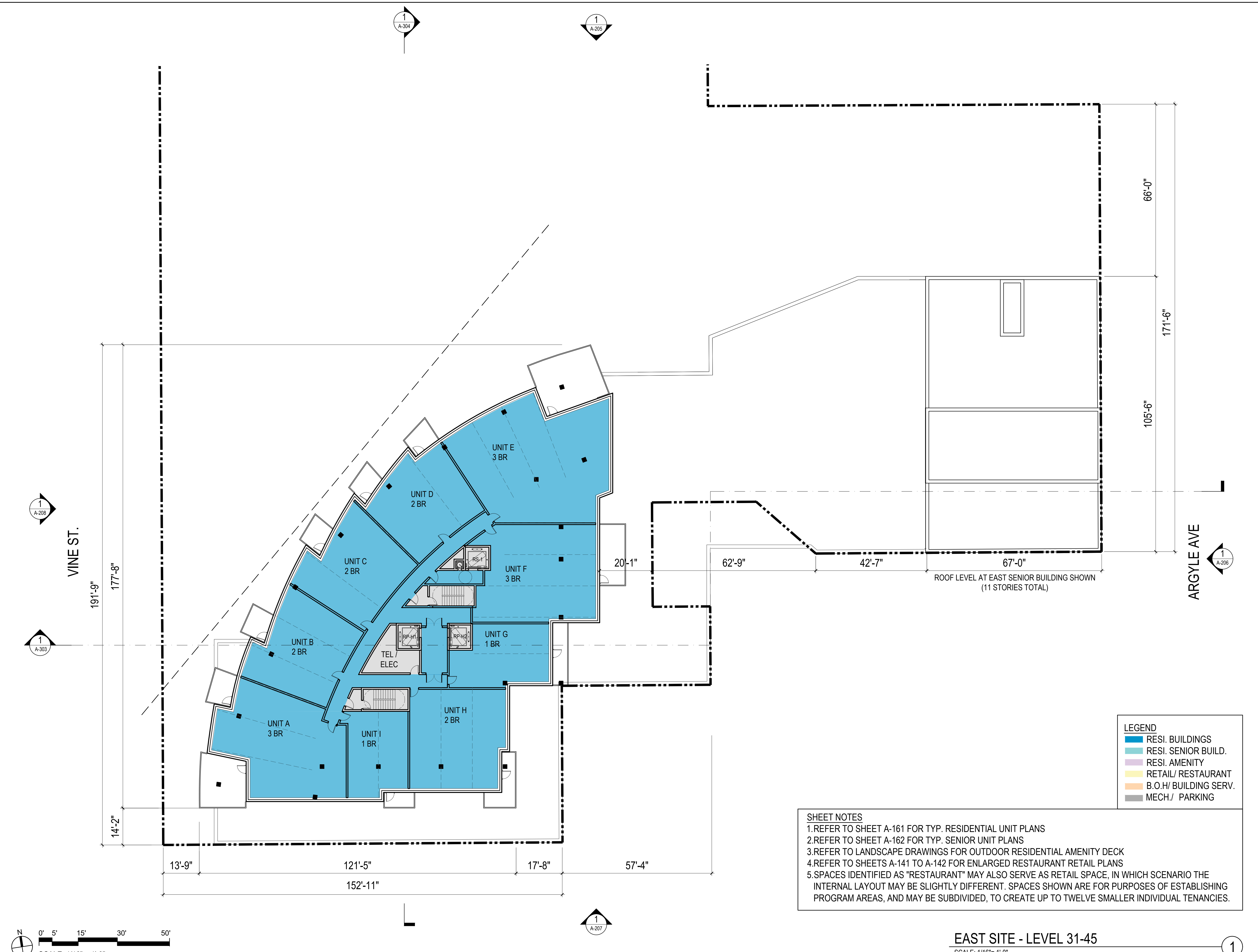
SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE -
 LEVEL 31-45

DRAWING NO:

A-132



LEGEND

- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

SHEET NOTES

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EAST SITE - LEVEL 31-45

SCALE: 1/16" = 1'-0"

1

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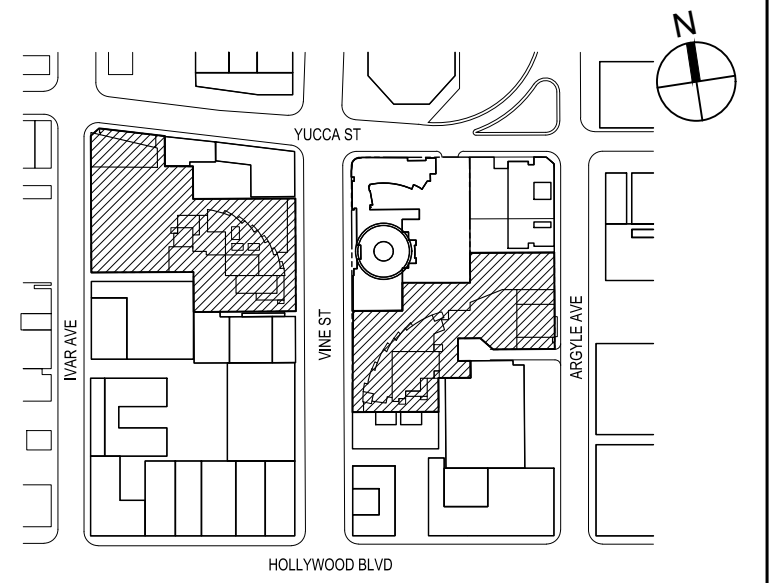
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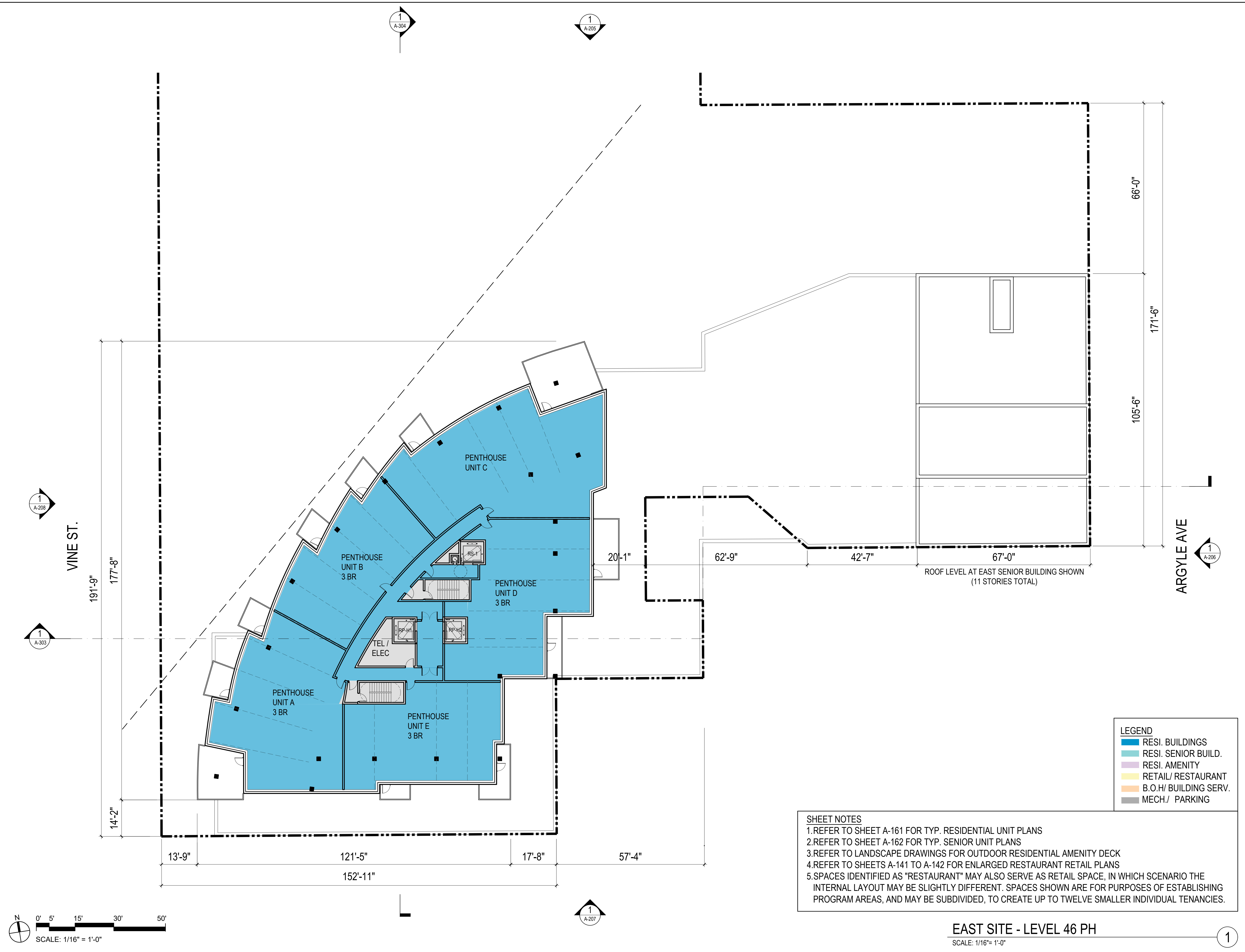
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE -
LEVEL 46 PH

DRAWING NO:

A-133

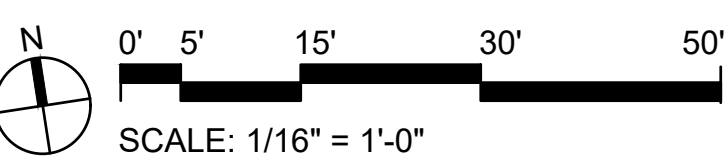


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EAST SITE - LEVEL 46 PH

SCALE: 1/16" = 1'-0"

1



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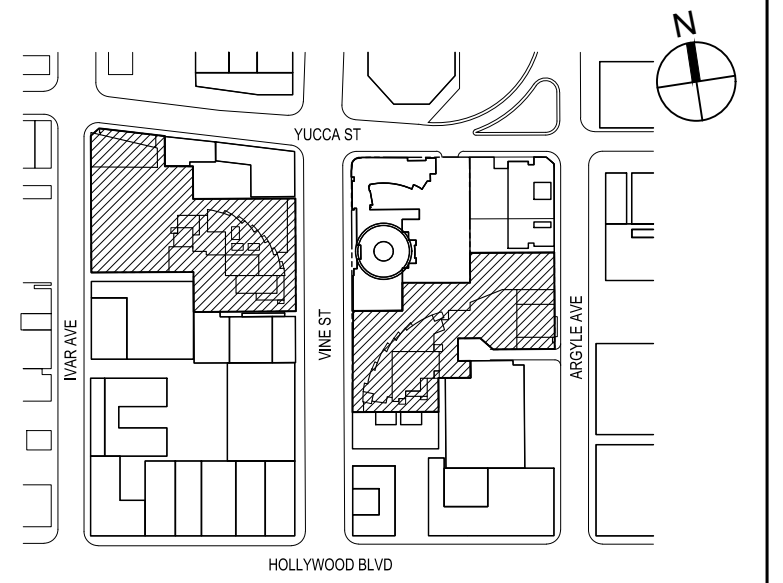
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KEY PLAN

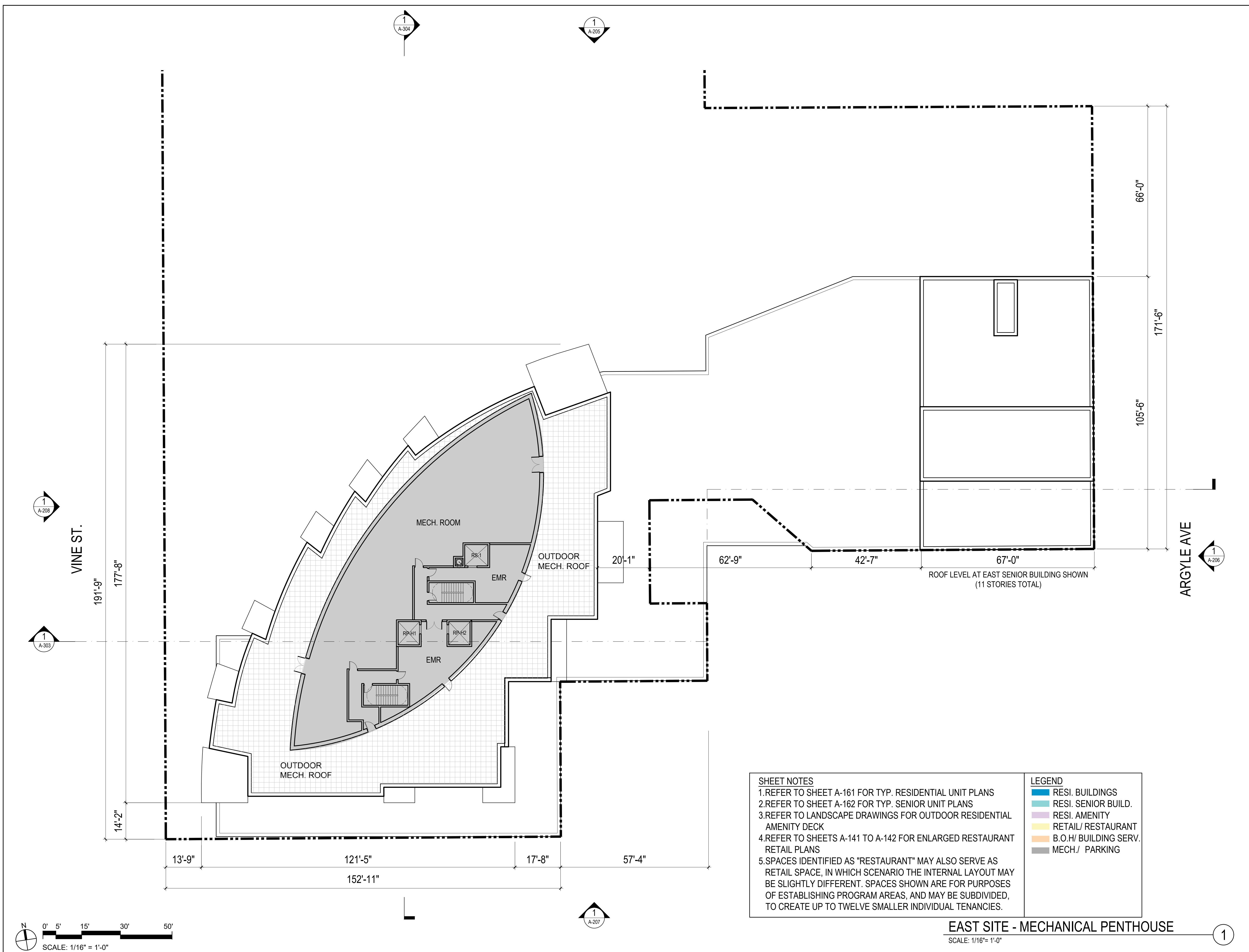


SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - MECHANICAL PENTHOUSE

DRAWING NO:

A-134



- SHEET NOTES**
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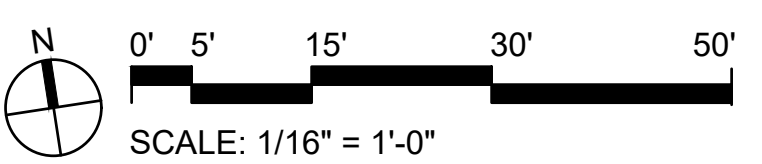
LEGEND

[Blue Box]	RESI. BUILDINGS
[Light Blue Box]	RESI. SENIOR BUIL.
[Purple Box]	RESI. AMENITY
[Yellow Box]	RETAIL/ RESTAURANT
[Orange Box]	B.O.H/ BUILDING SERV.
[Grey Box]	MECH./ PARKING

EAST SITE - MECHANICAL PENTHOUSE

SCALE: 1/16" = 1'-0"

1



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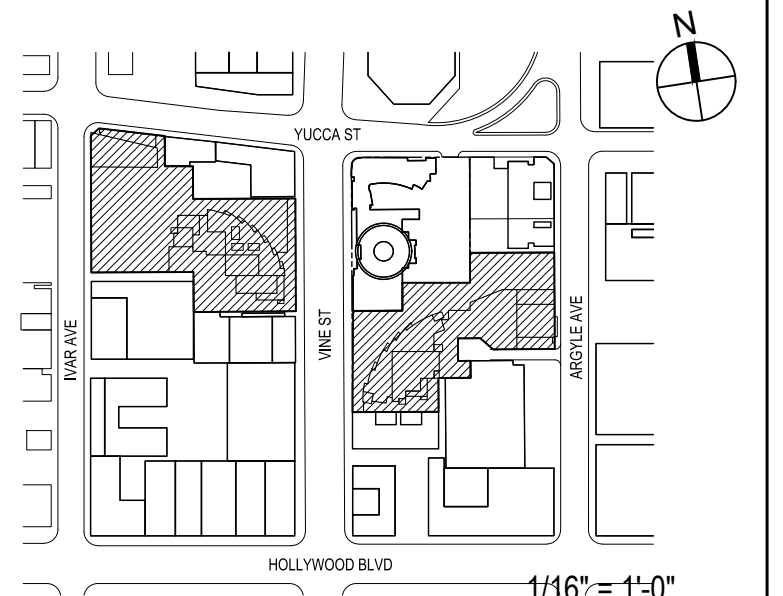
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



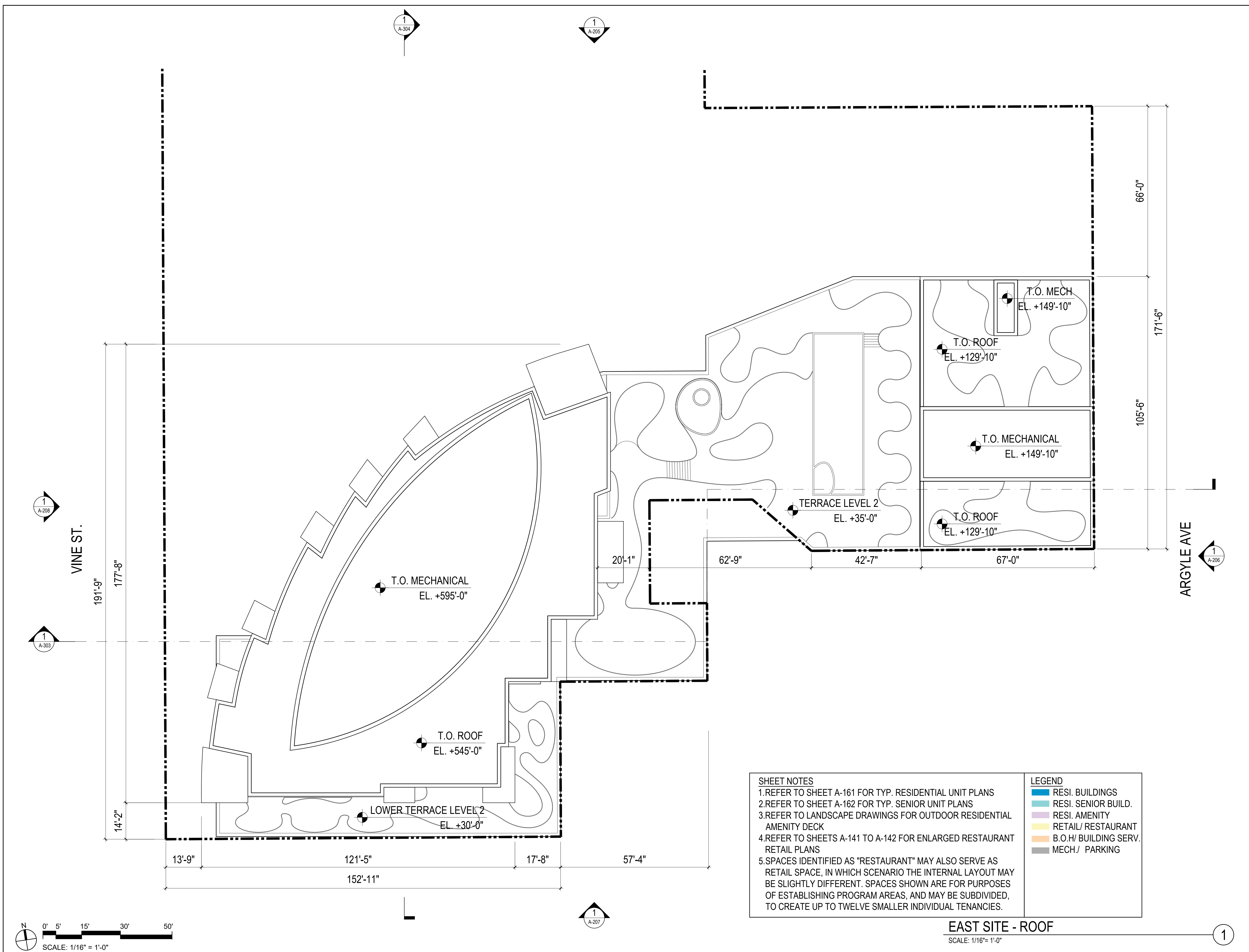
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - ROOF

DRAWING NO:

A-135



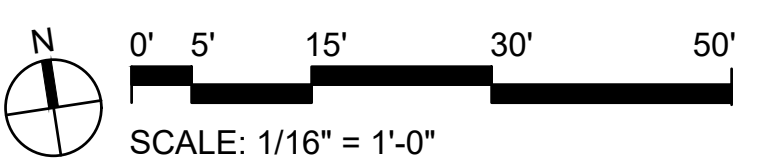
- SHEET NOTES**
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LEGEND

[Blue Box]	RESI. BUILDINGS
[Light Blue Box]	RESI. SENIOR BUILD.
[Purple Box]	RESI. AMENITY
[Yellow Box]	RETAIL/ RESTAURANT
[Orange Box]	B.O.H/ BUILDING SERV.
[Grey Box]	MECH./ PARKING

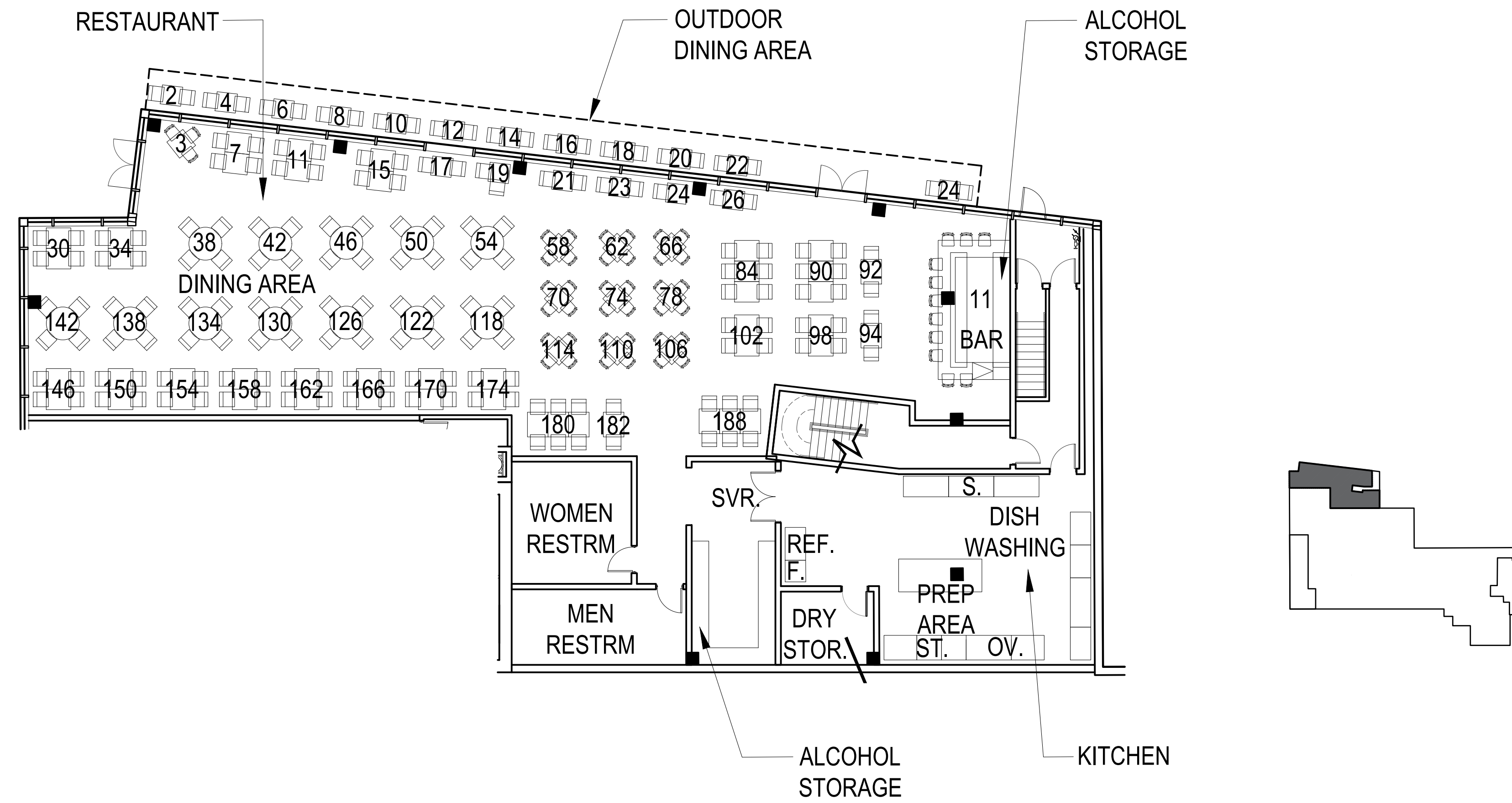
EAST SITE - ROOF

SCALE: 1/16" = 1'-0"



PROGRAM AREA	RESTAURANT 1	RESTAURANT 2	RESTAURANT 3
INDOOR DINING AREA	1985 SF	2072 SF	3447 SF
OUTDOOR AREA	260 SF	136 SF	223 SF
TOTAL INDOOR AREA	3628 SF	2821 SF	5498 SF
INDOOR SEATING	120	108	199
OUTDOOR SEATING	38	18	24
TOTAL SEATING	158	126	223

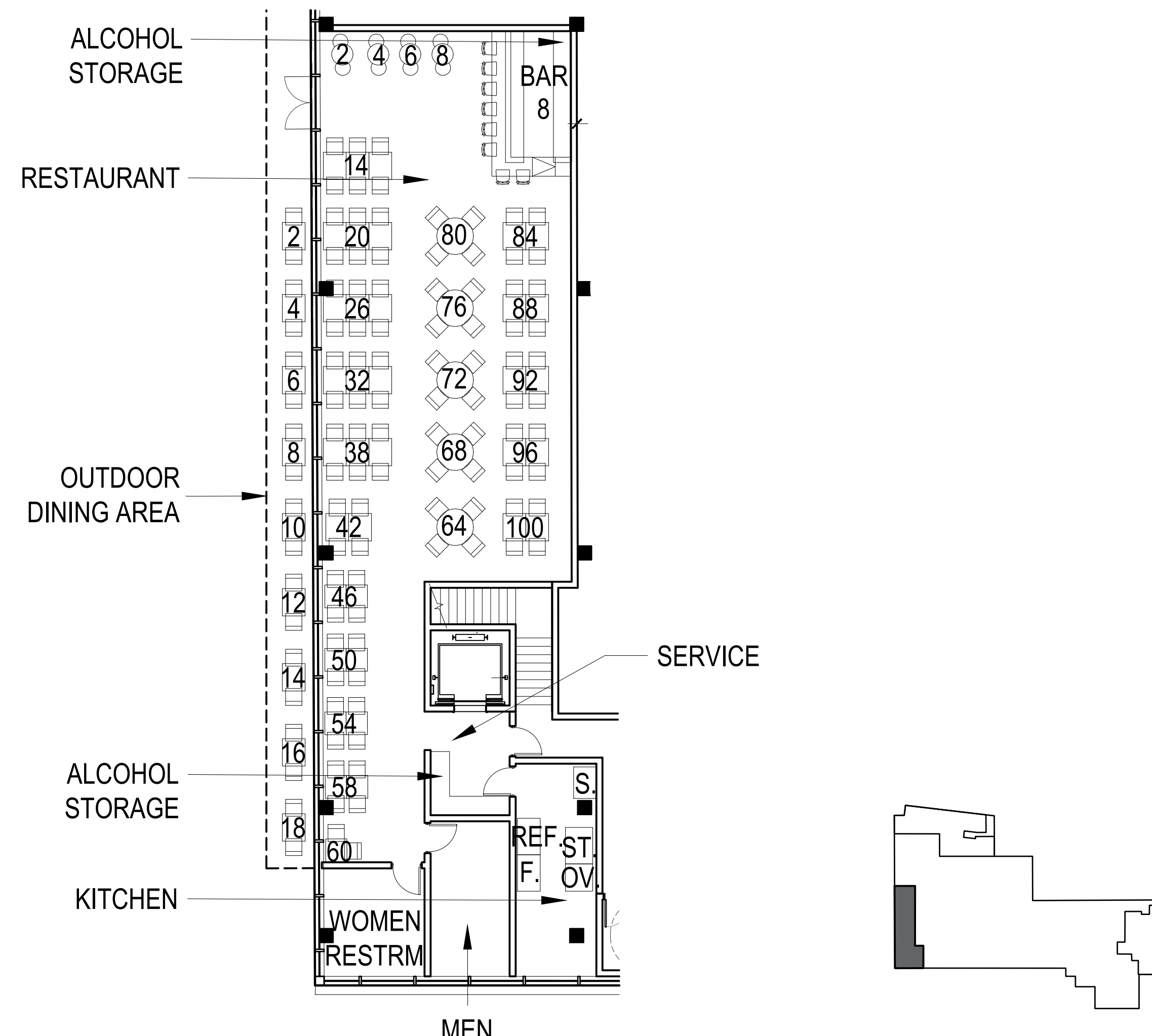
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ENLARGED PLAN RESTAURANT 3 AT WEST SITE

SCALE: 3/32" = 1'-0"

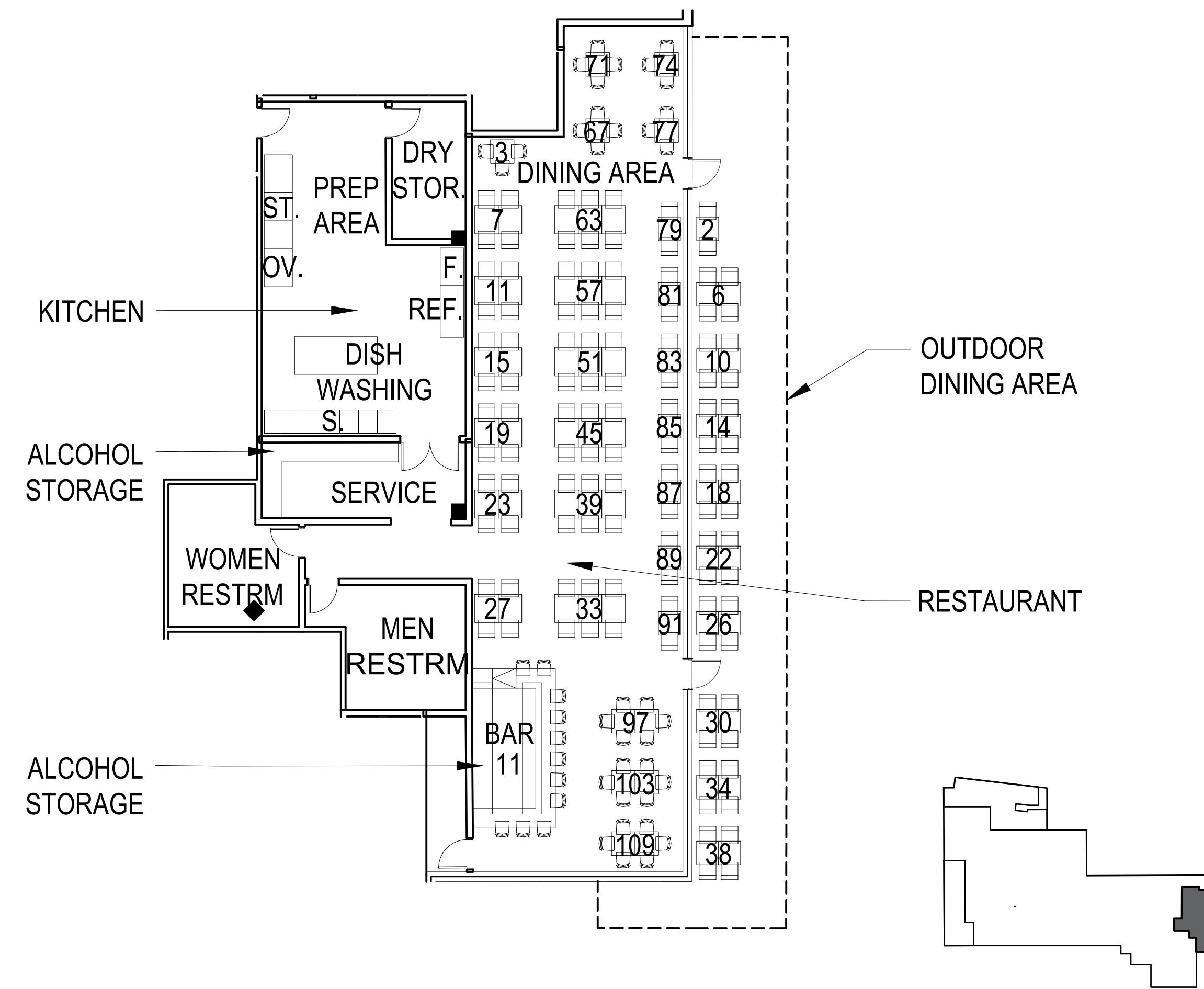
3



ENLARGED PLAN RESTAURANT 2 AT WEST SITE

SCALE: 3/32" = 1'-0"

2



ENLARGED PLAN RESTAURANT 1 AT WEST SITE

SCALE: 3/32" = 1'-0"

1

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ARCHITECT

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LANDSCAPE ARCHITECT

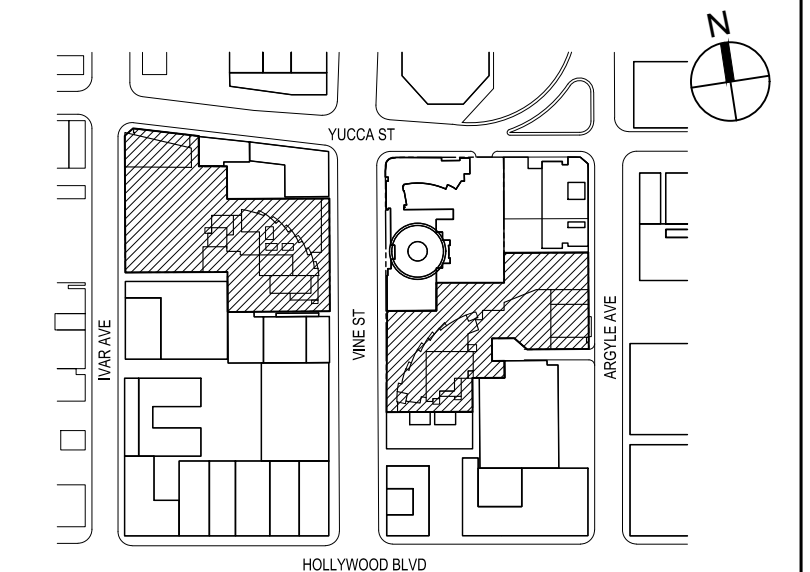
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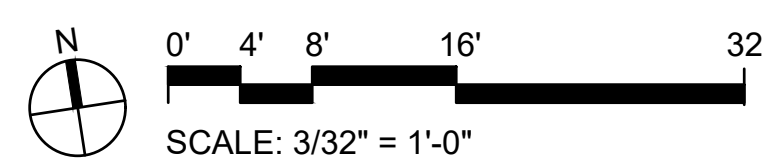
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PROJECT NO: 1350
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DRAWING TITLE:

WEST SITE - ENLARGED RETAIL PLANS

DRAWING NO:

A-141



PROGRAM AREA	RESTAURANT 1	RESTAURANT 2	RESTAURANT 3	RESTAURANT 4
INDOOR DINING AREA	N/A	4215 SF	4292 SF	1275 SF
OUTDOOR AREA	N/A	390 SF	223 SF	N/A
TOTAL INDOOR AREA	N/A	6305 SF	5935 SF	1770 SF
INDOOR SEATING	0	264	222	67
OUTDOOR SEATING	0	28	96	N/A
TOTAL SEATING	0	292	318	67

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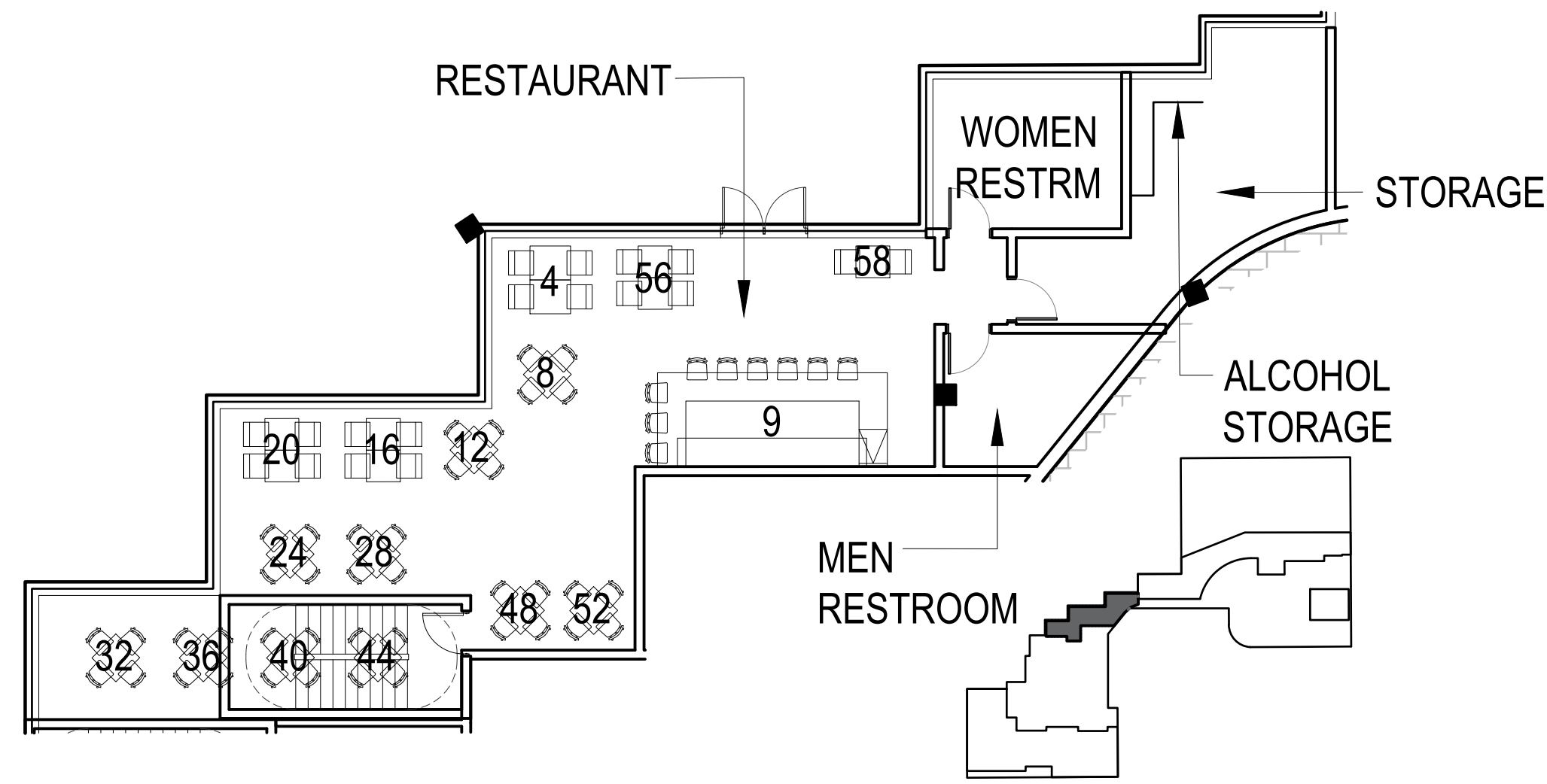
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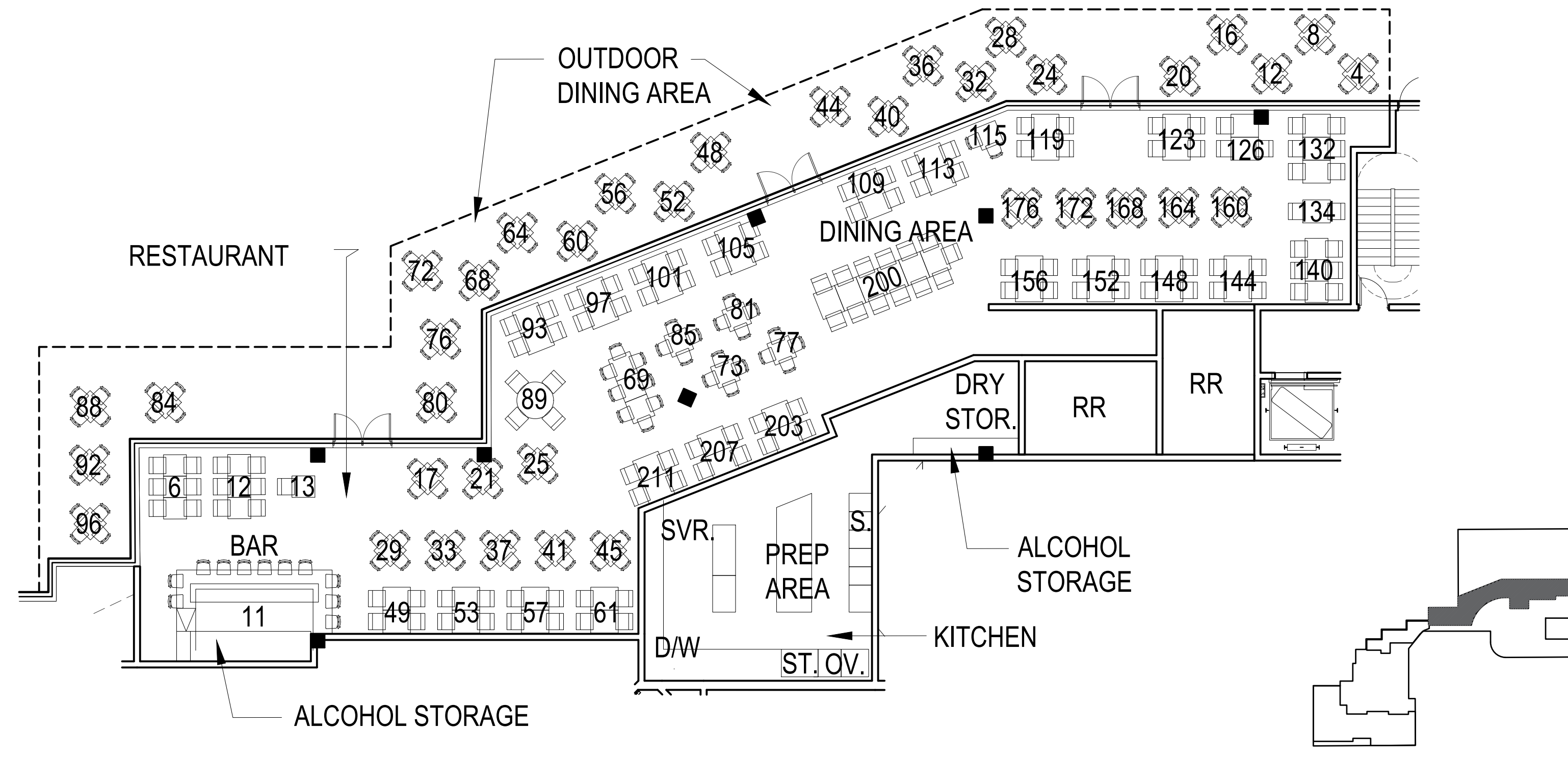
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ENLARGED PLAN RESTAURANT 4 AT EAST SITE

SCALE: 3/32" = 1'-0"

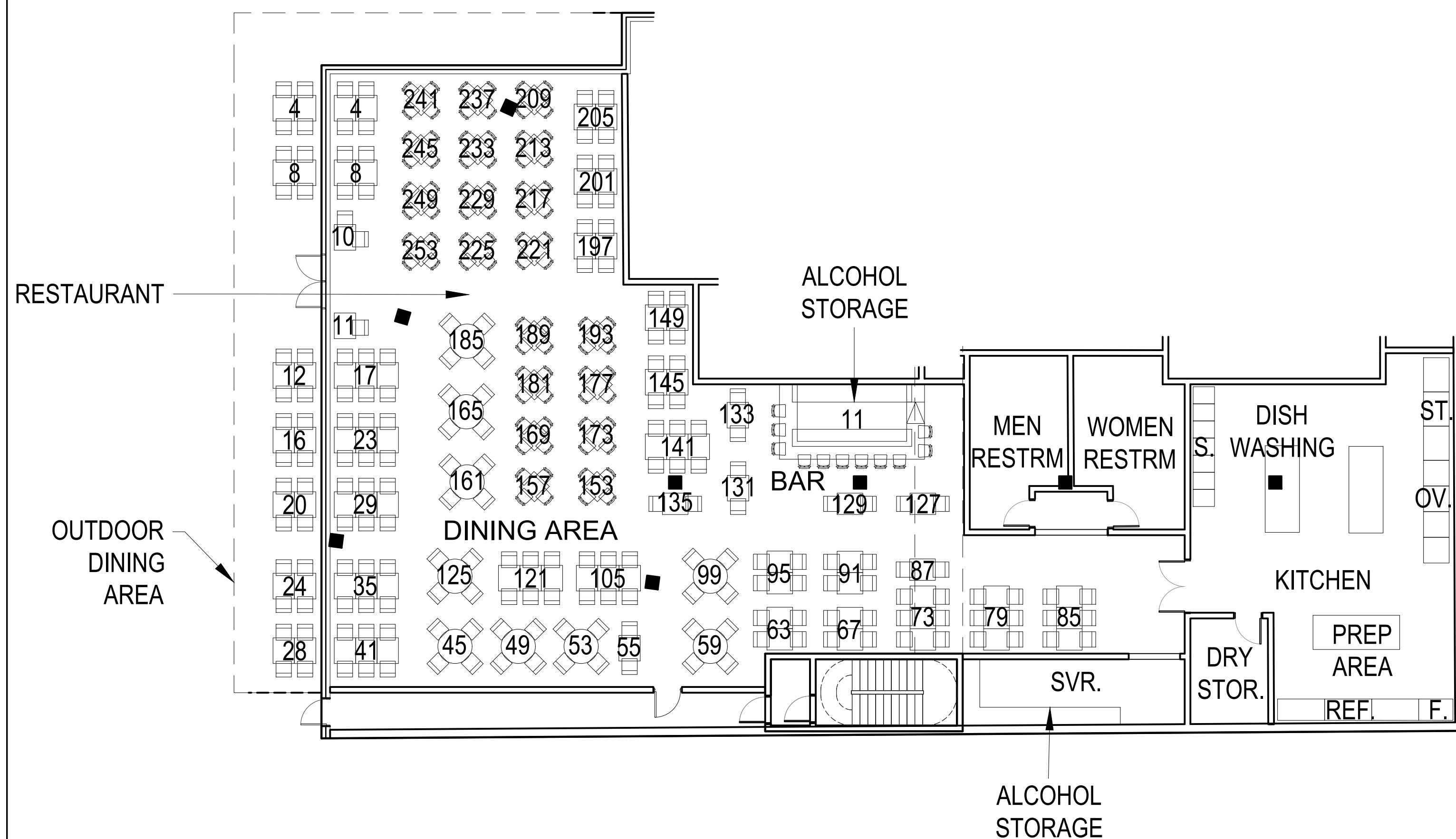
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ENLARGED PLAN RESTAURANT 3 AT EAST SITE

SCALE: 3/32" = 1'-0"

3



ENLARGED PLAN RESTAURANT 2 AT EAST SITE

SCALE: 3/32" = 1'-0"

2

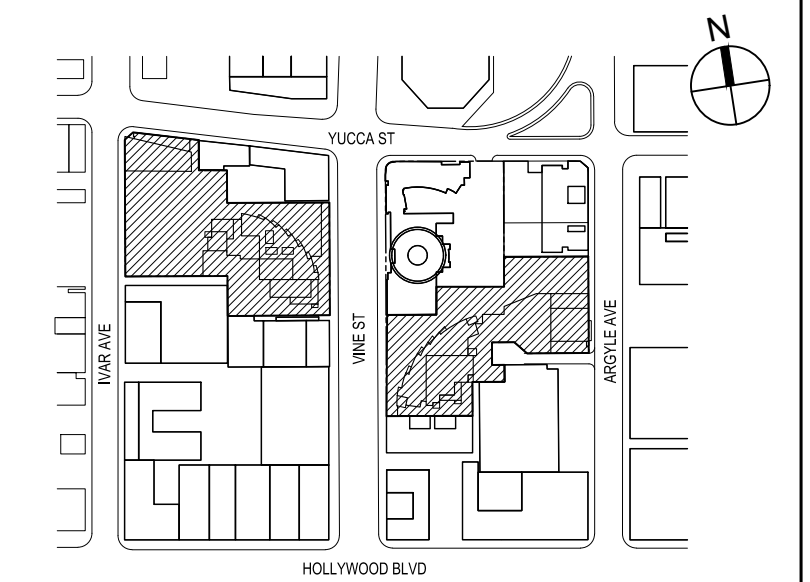
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SCALE: 3/32" = 1'-0"

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SEPT. 2020		ENTITLEMENT SUBMISSION

KEY PLAN



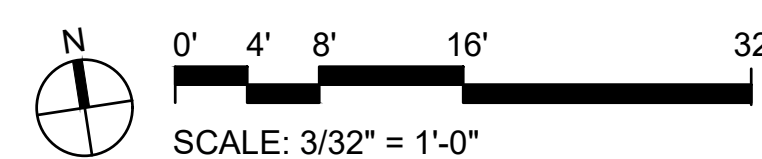
SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:

EAST SITE - ENLARGED RETAIL PLANS

DRAWING NO:

A-142



HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
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F: 212.595.1831

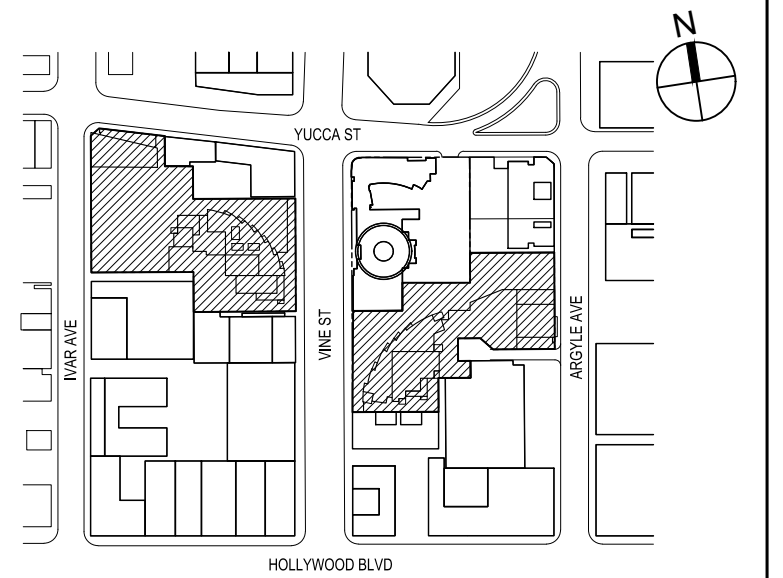
ARCHITECT
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F: 212.595.9032

LANDSCAPE ARCHITECT
JAMES CORNER FIELD OPERATIONS
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SURVEY
KPFF
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T: 213.418.0201

NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN

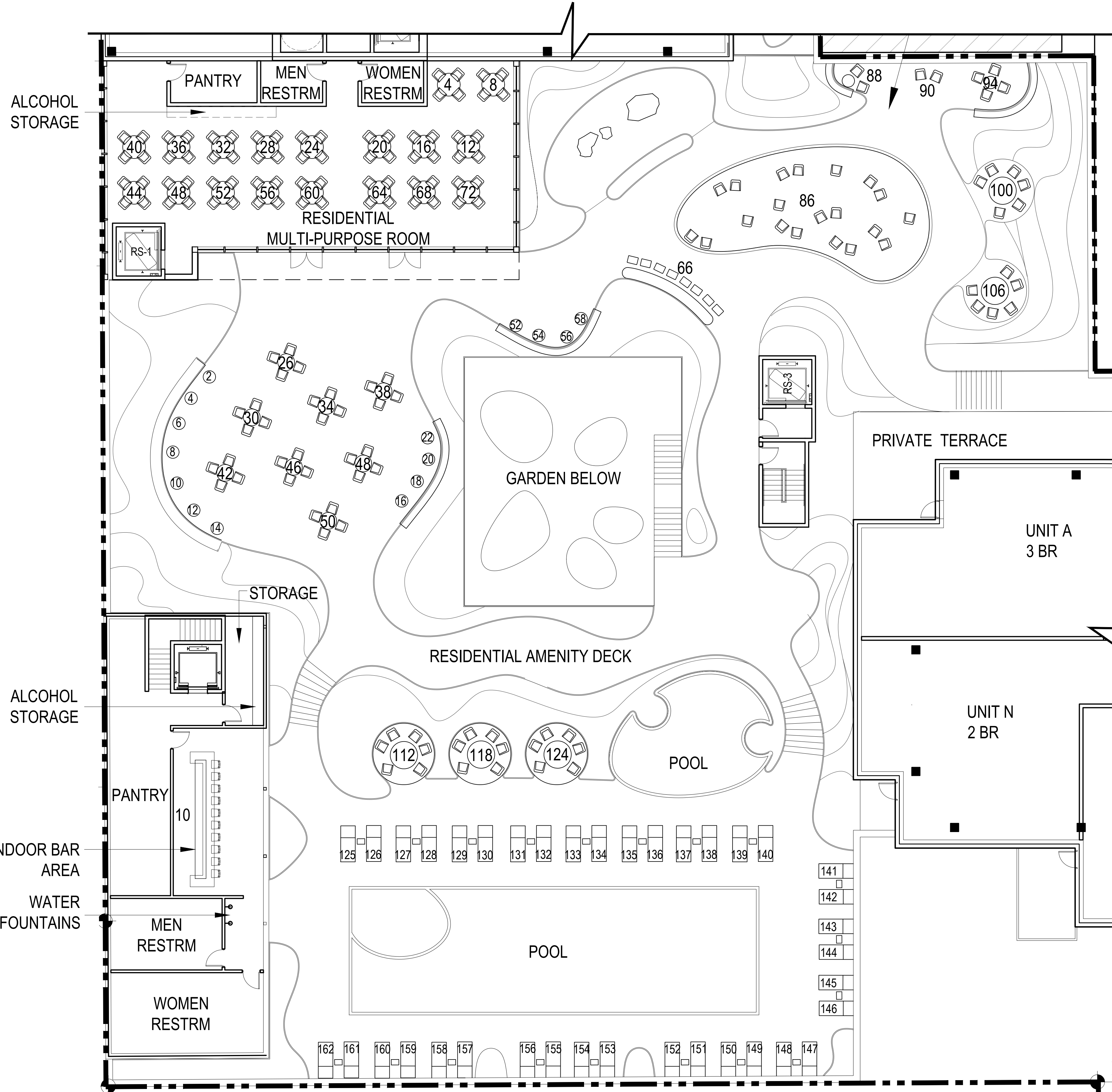


SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE-
ENLARGED
AMENITY DECK
PLAN

DRAWING NO:

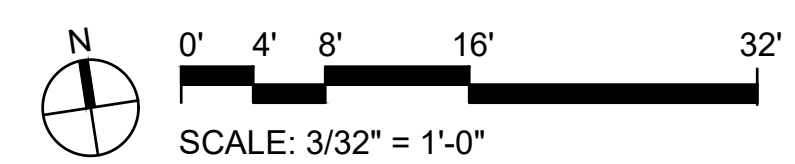
A-151



PROGRAM AREA	LEVEL 2 AMENITY
INDOOR MULTI. AREA	2837 SF
OUTDOOR AREA	9615 SF
TOTAL INDOOR AREA	5032 SF
INDOOR SEATING	82
OUTDOOR SEATING	162
TOTAL SEATING	244

ENLARGED PLAN_AMENITY DECK AT WEST SITE

SCALE: 3/32" = 1'-0"



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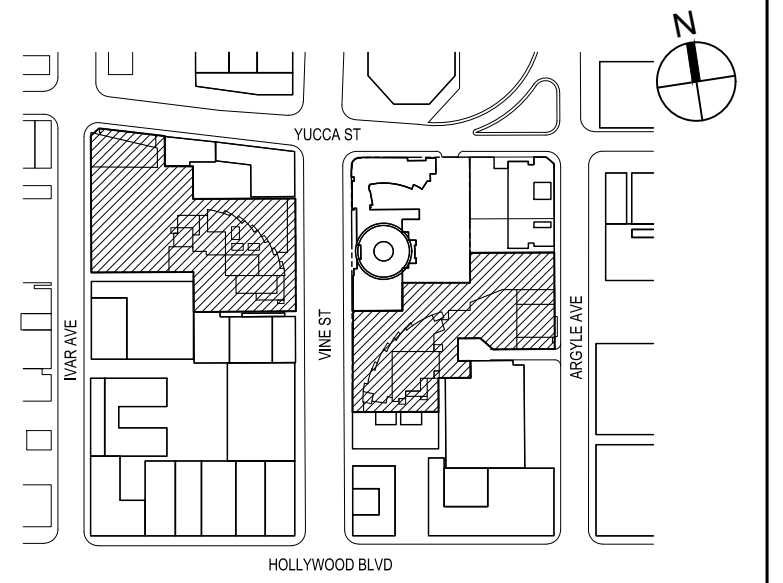
ARCHITECT
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	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN

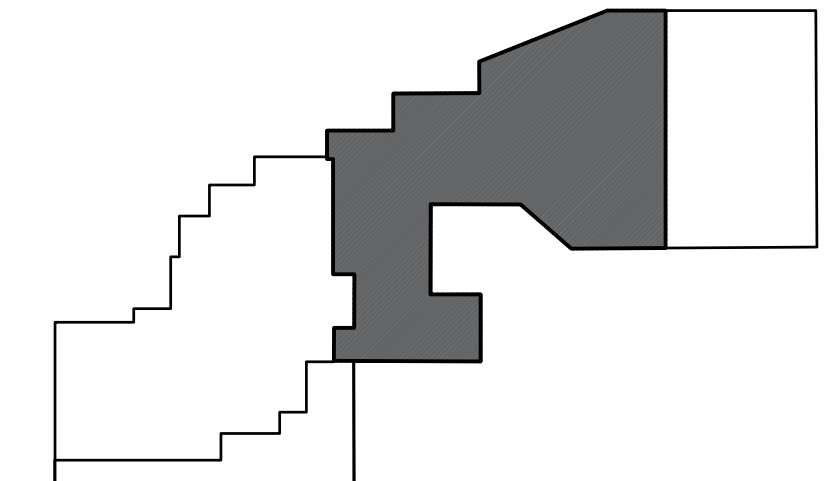
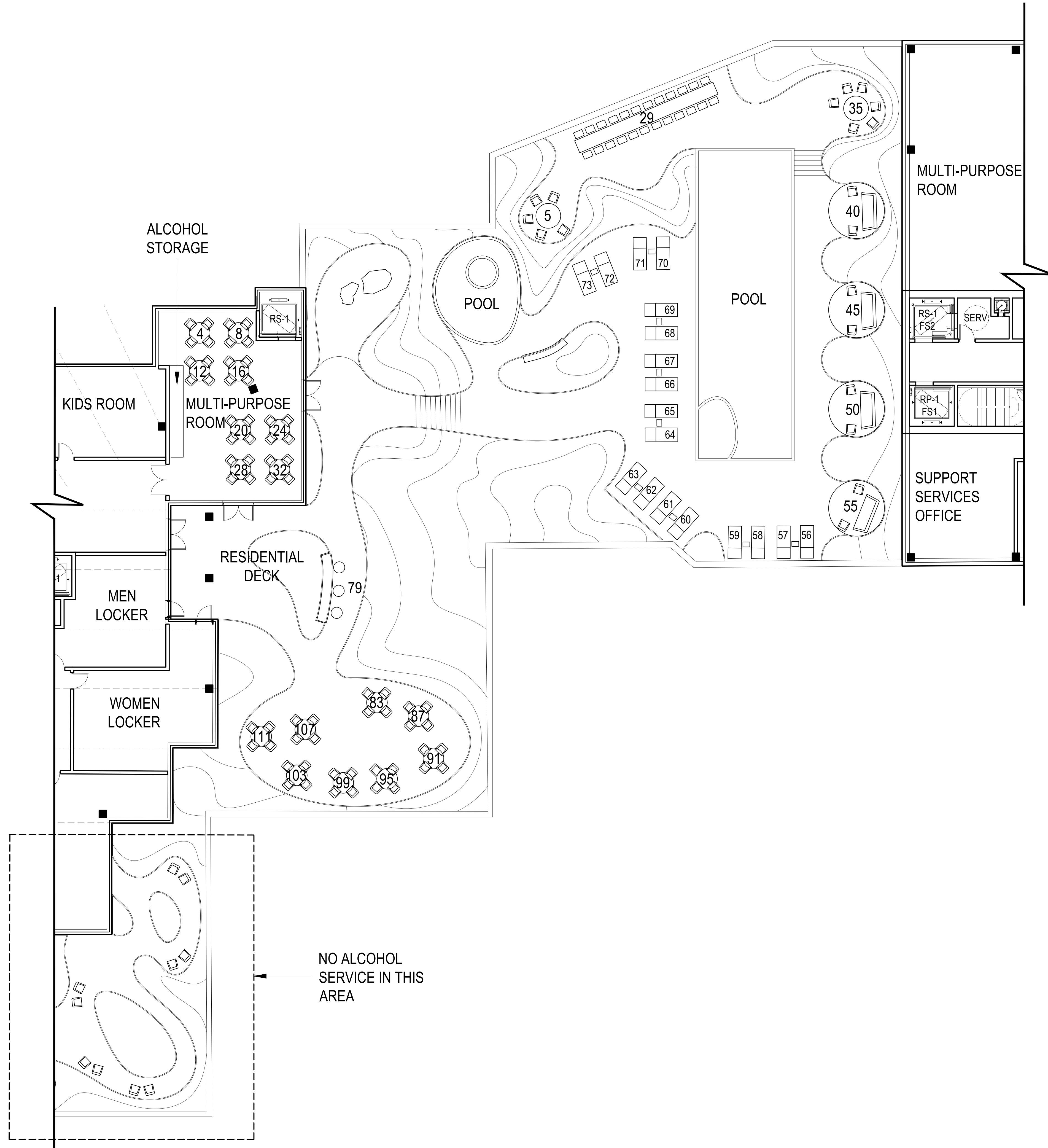


SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
 EAST SITE -
 ENLARGED
 AMENITY DECK
 PLAN

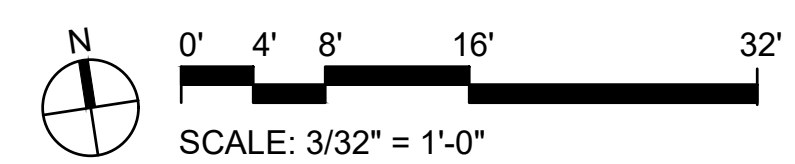
DRAWING NO:

A-152



PROGRAM AREA	LEVEL 2 AMENITY
INDOOR MULTI. AREA	1020 SF
OUTDOOR AREA	4500 SF
TOTAL INDOOR AREA	1020 SF
INDOOR SEATING	32
OUTDOOR SEATING	111
TOTAL SEATING	143

NO ALCOHOL SERVICE IN THIS AREA



ENLARGED PLAN_AMENITY DECK AT EAST SITE

SCALE: 3/32" = 1'-0"

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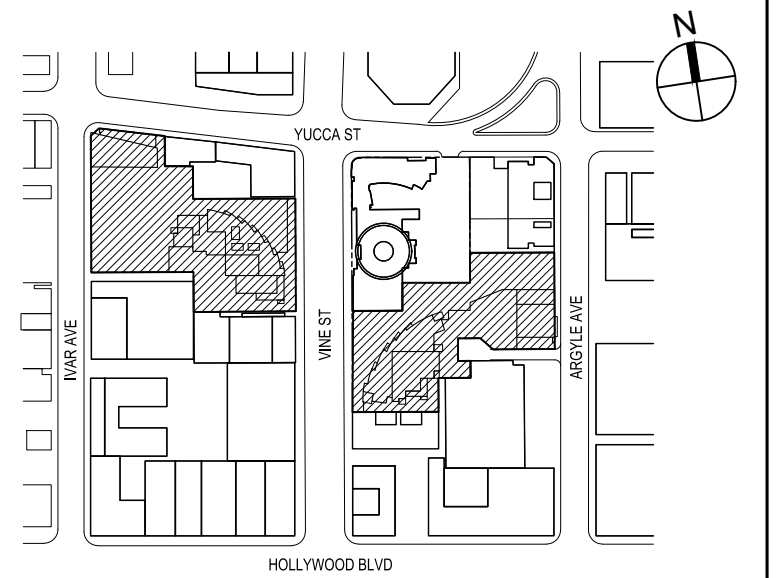
ARCHITECT
 HANDEL ARCHITECTS, LLP
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LANDSCAPE ARCHITECT
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KEY PLAN



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 PROJECT NO: 1350
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DRAWING TITLE:
 ENLARGED
 TYPICAL UNIT
 PLANS

DRAWING NO:

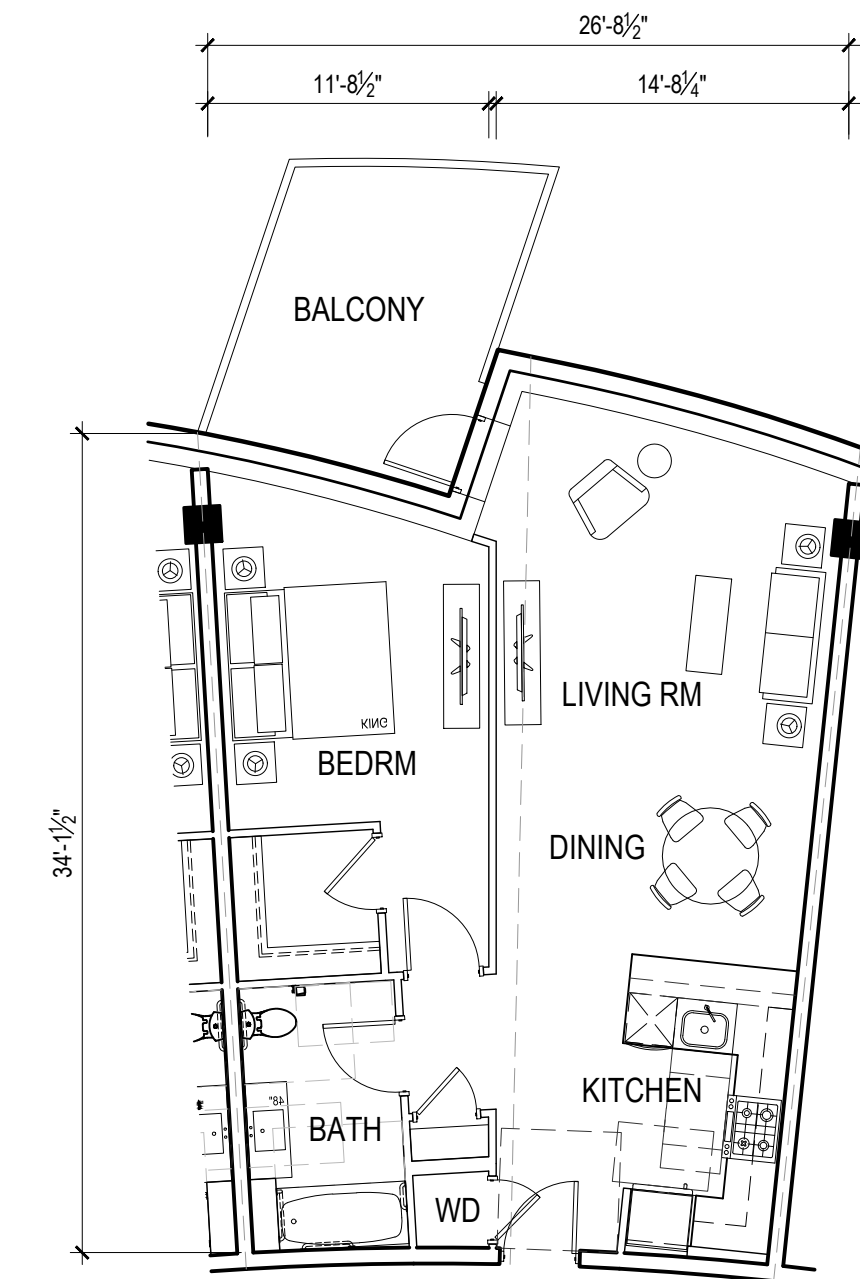
A-161



WEST SITE: TYPICAL 2 BEDROOM

SCALE: 1/8" = 1'-0"

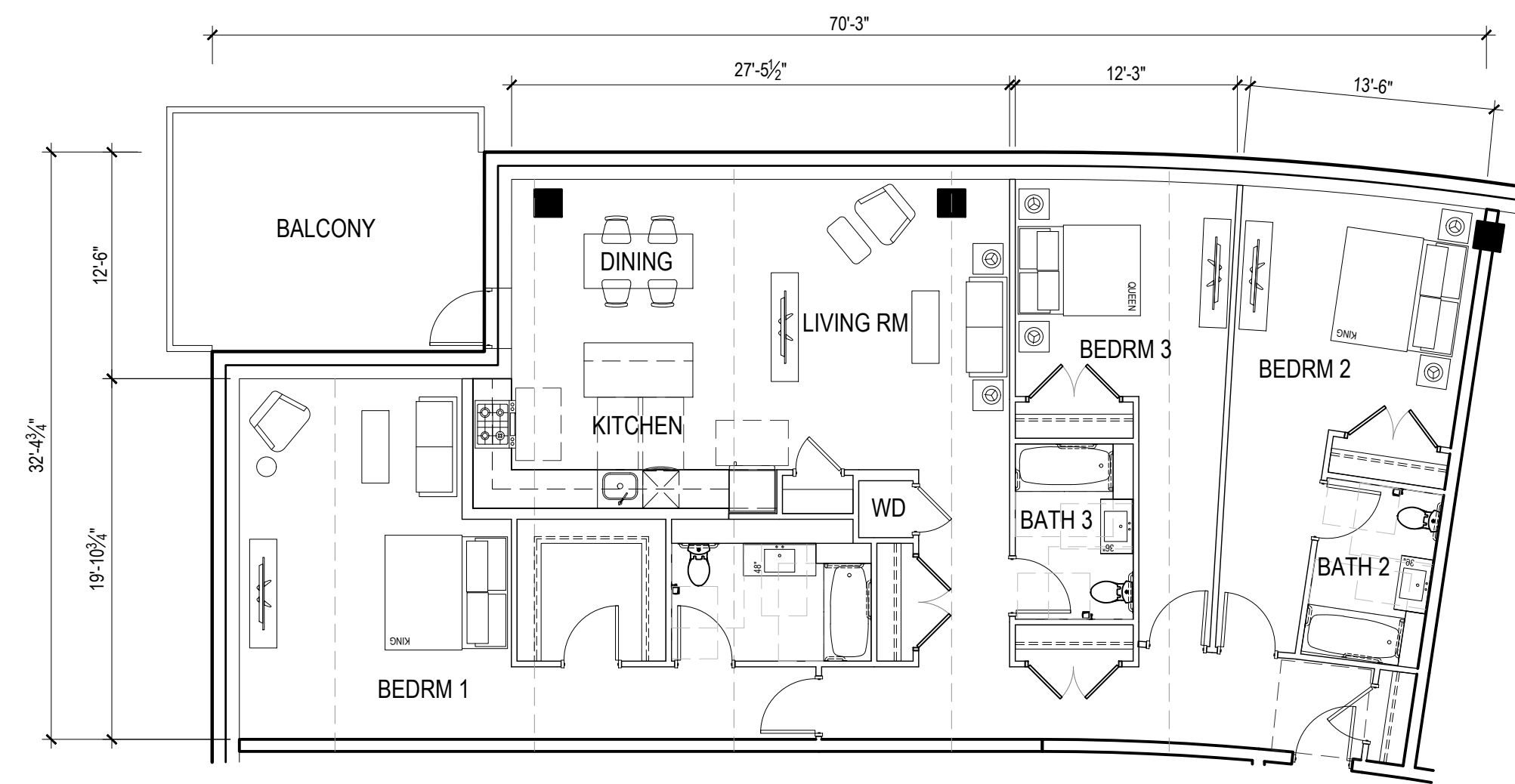
5



WEST SITE: TYPICAL 1 BEDROOM

SCALE: 1/8" = 1'-0"

4



WEST SITE: TYPICAL 3 BEDROOM

SCALE: 1/8" = 1'-0"

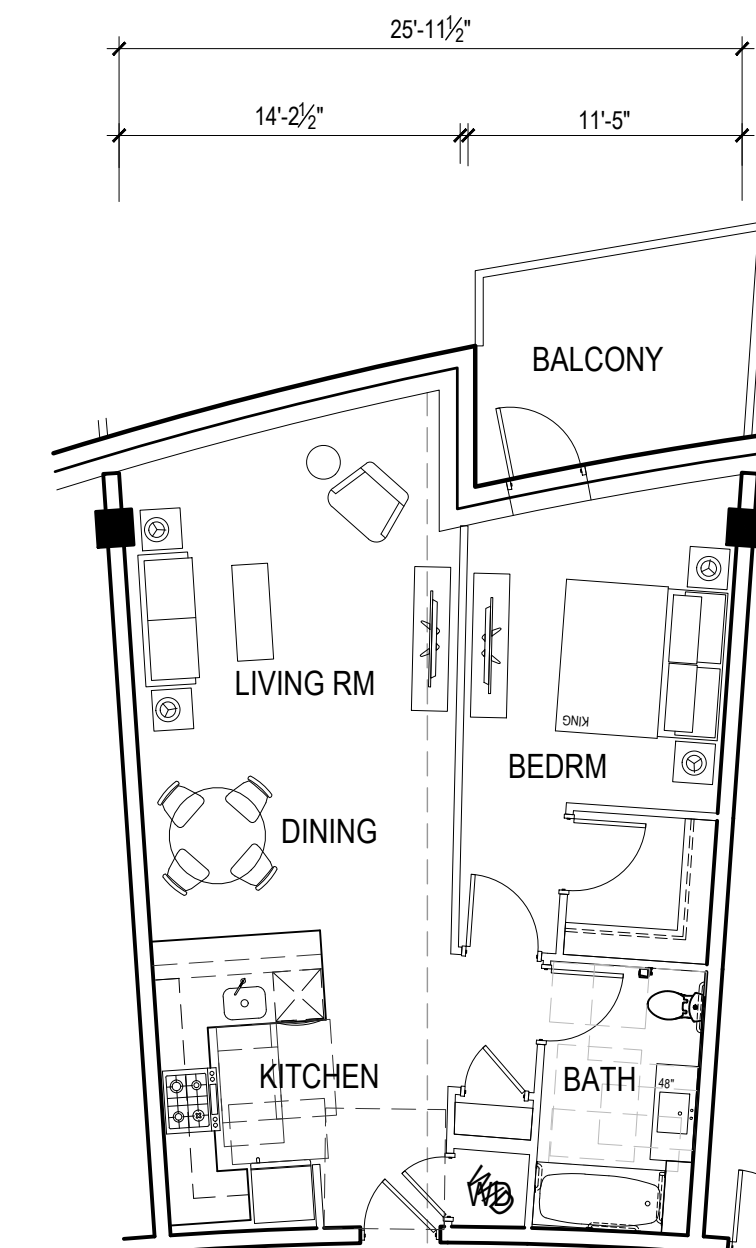
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EAST SITE: TYPICAL 2 BEDROOM

SCALE: 1/8" = 1'-0"

2



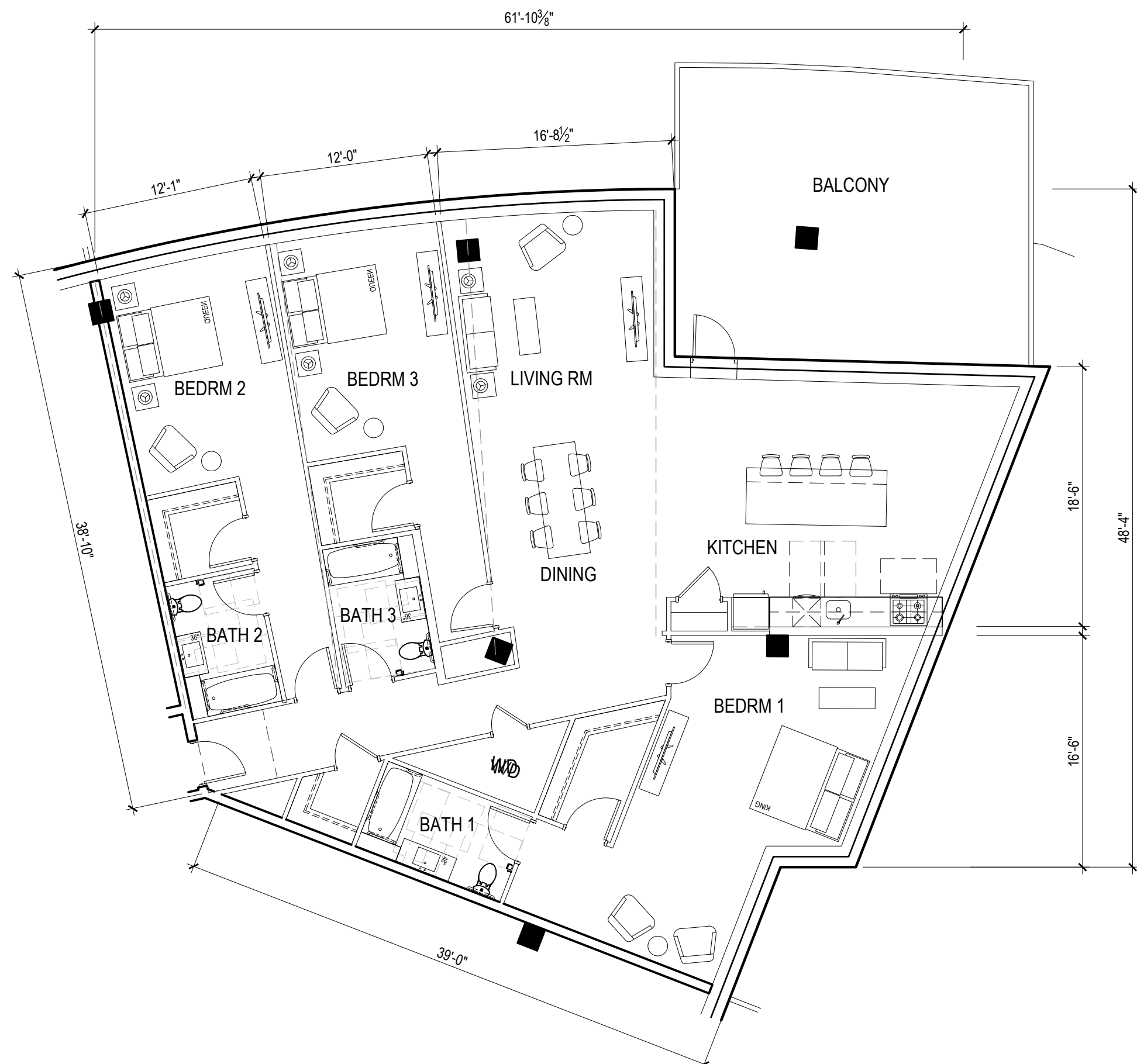
EAST SITE: TYPICAL 1 BEDROOM

SCALE: 1/8" = 1'-0"

1

WEST BUILDING, RESIDENTIAL LAYOUTS

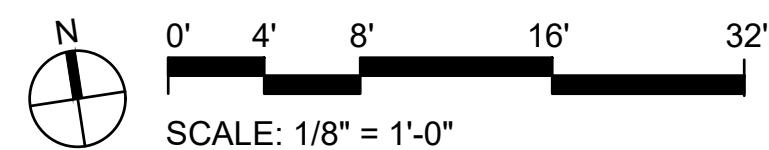
EAST BUILDING, RESIDENTIAL LAYOUTS



EAST SITE: TYPICAL 3 BEDROOM

SCALE: 1/8" = 1'-0"

3



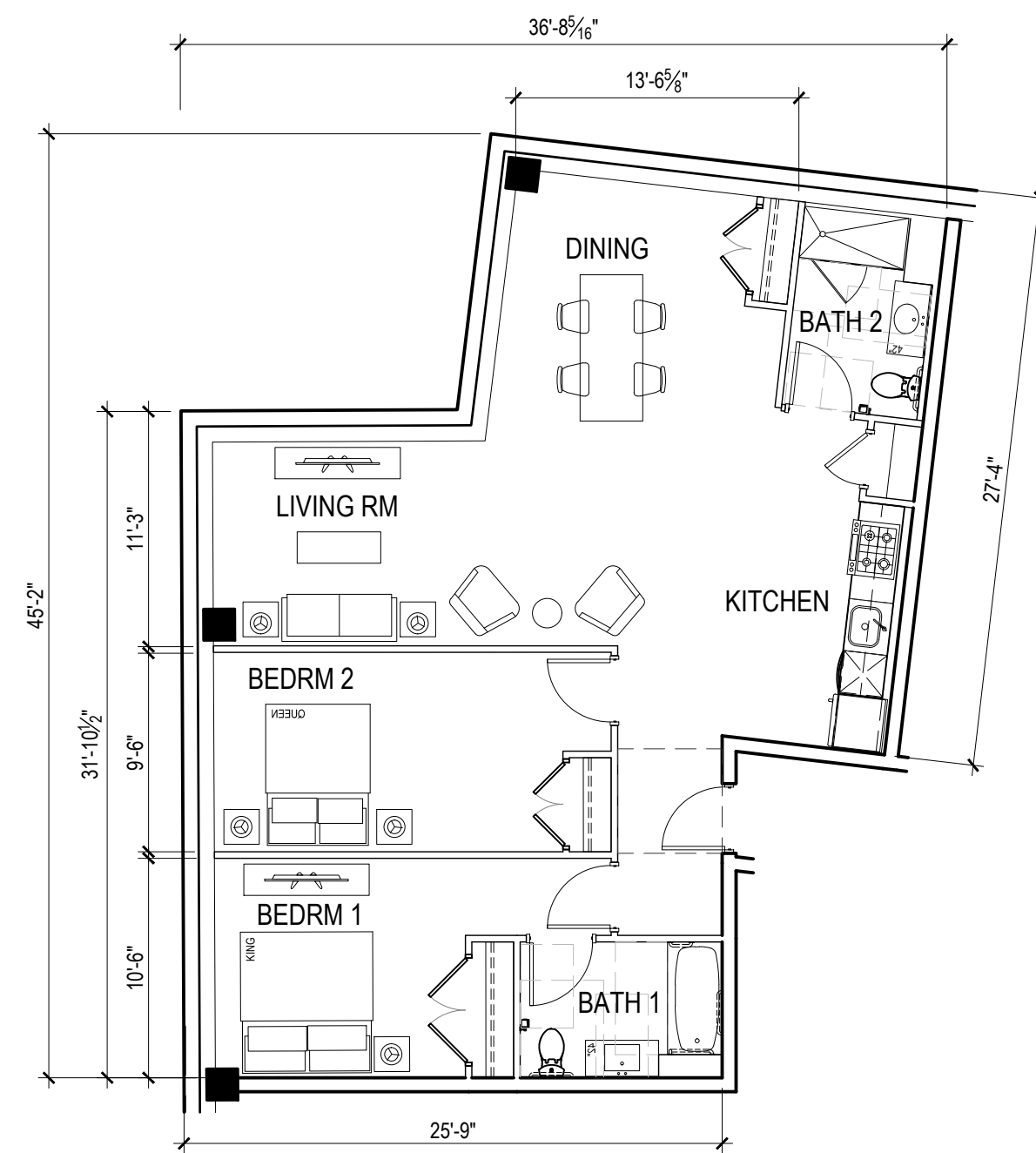
HOLLYWOOD CENTER

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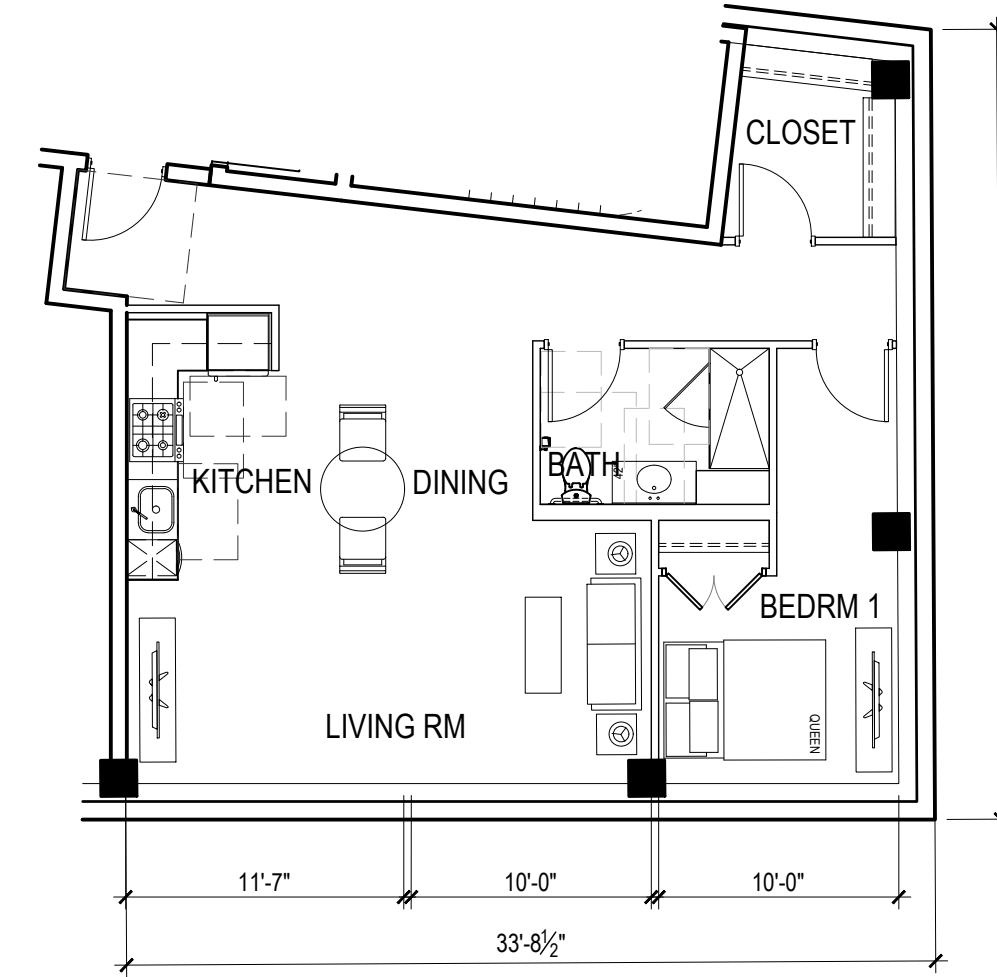
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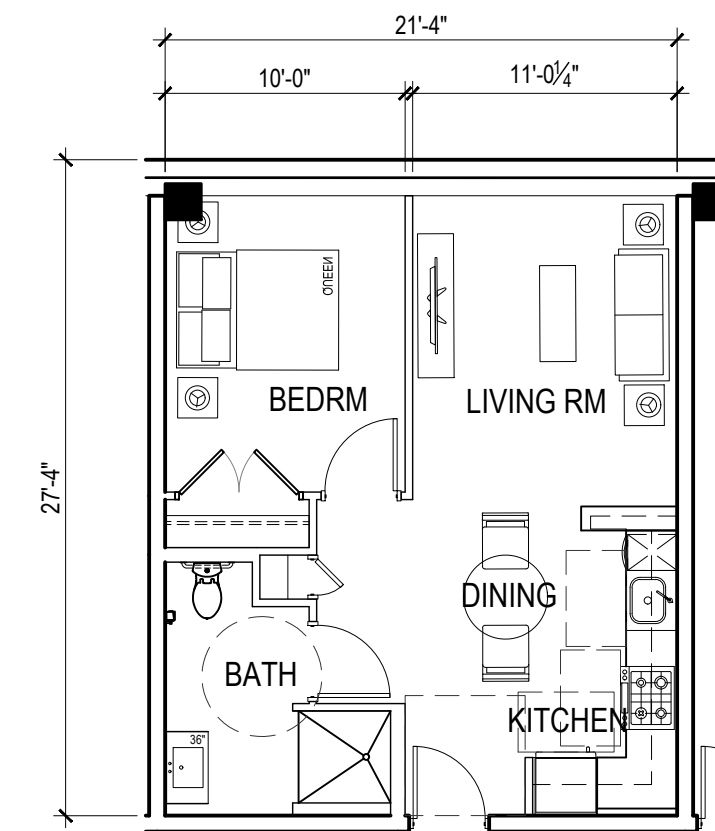
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WEST SITE: TYPICAL 2 BEDROOM ⑥
 SCALE: 1/8" = 1'-0"

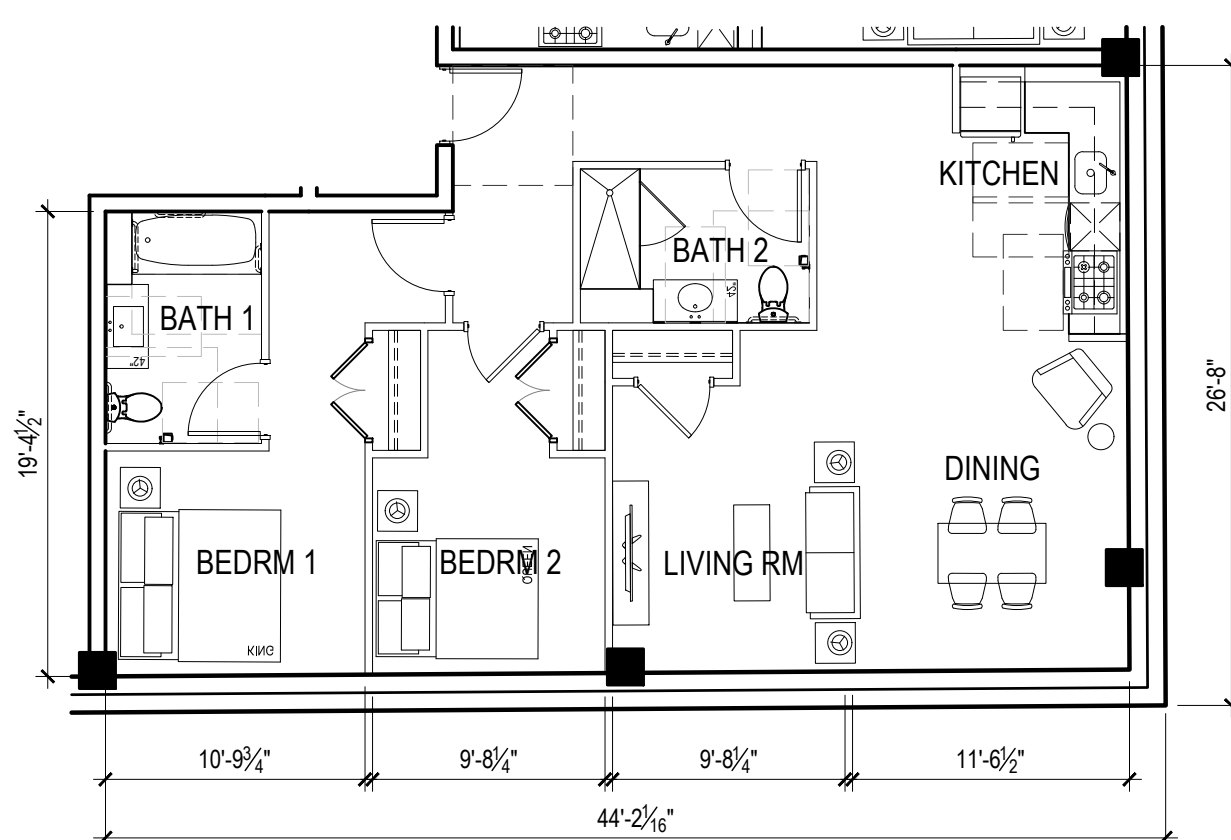


WEST SITE: 1 BEDROOM TYPE 2 ⑤
 SCALE: 1/8" = 1'-0"

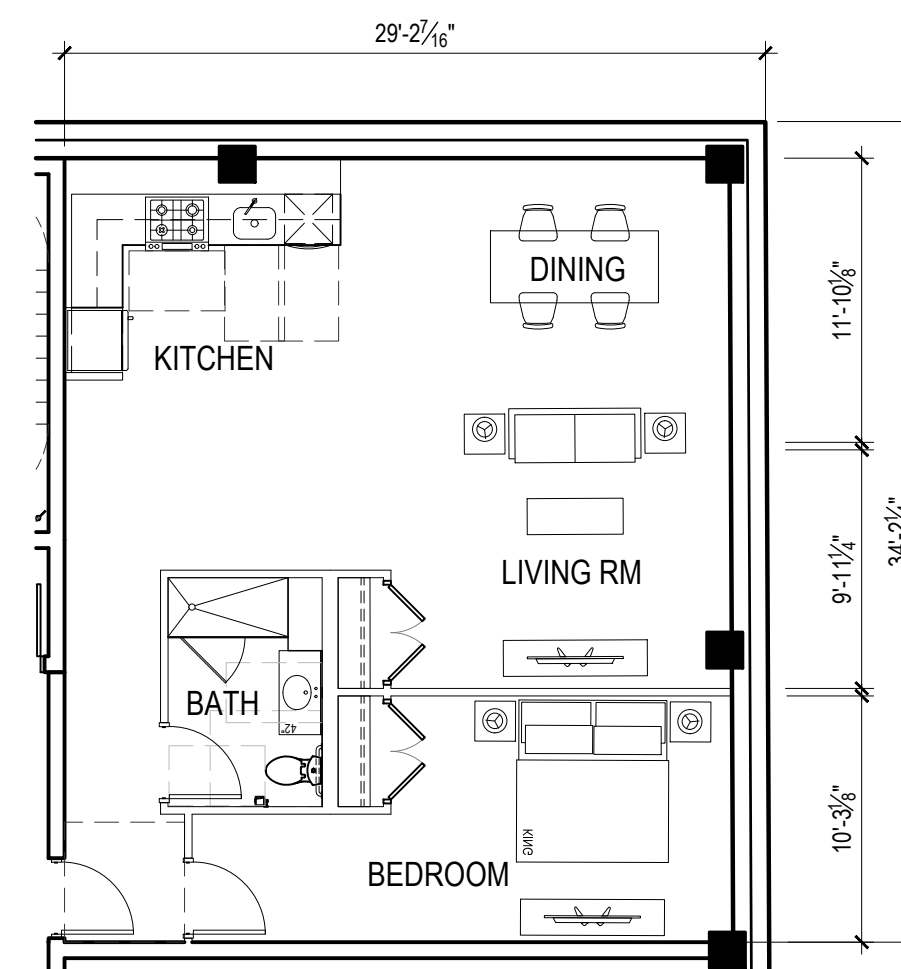


WEST SITE: 1 BEDROOM TYPE 1 ④
 SCALE: 1/8" = 1'-0"

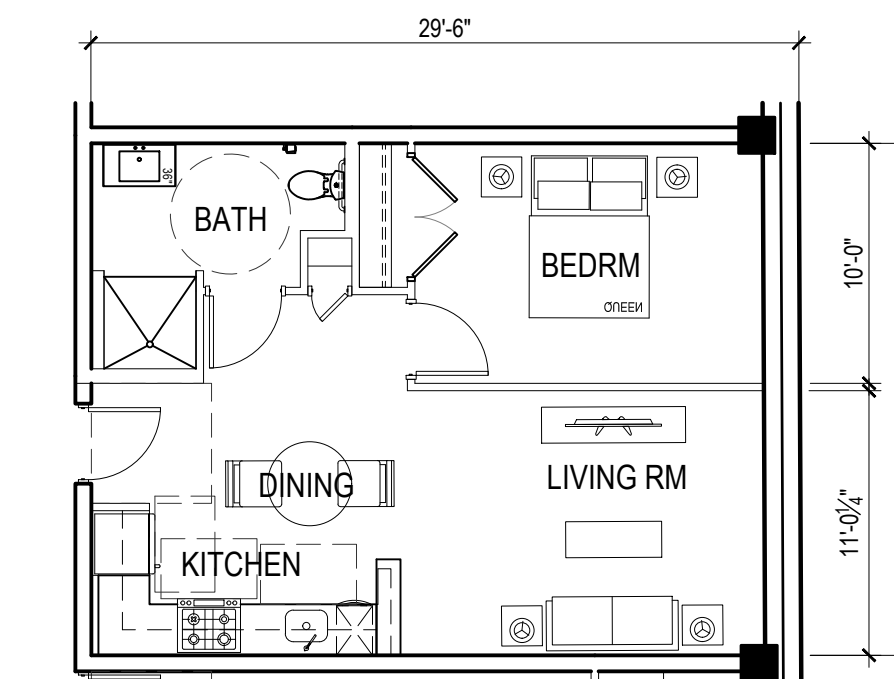
WEST SENIOR BUILDING



EAST SITE: TYPICAL 2 BEDROOM ③
 SCALE: 1/8" = 1'-0"



EAST SITE: 1 BEDROOM TYPE 2 ②
 SCALE: 1/8" = 1'-0"

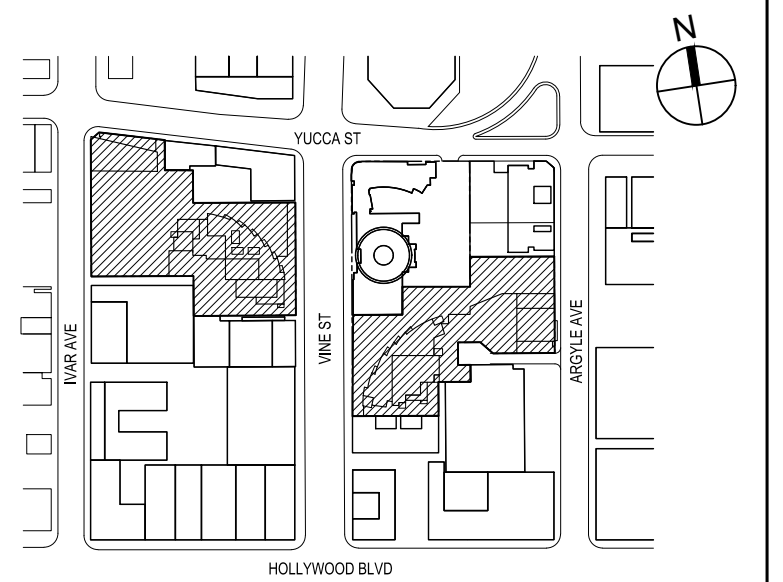


EAST SITE: 1 BEDROOM TYPE 1 ①
 SCALE: 1/8" = 1'-0"

EAST SENIOR BUILDING

NO.	DATE	ISSUANCE
4	APRIL 2018	ENTITLEMENT SUBMISSION
5	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN

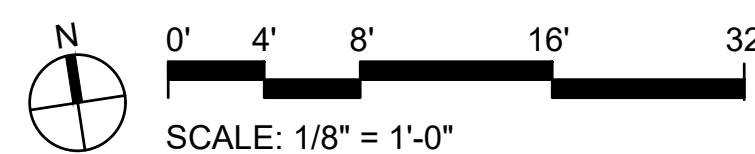


SCALE: AS INDICATED
 PROJECT NO: 1350
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DRAWING TITLE:
 ENLARGED
 TYPICAL UNIT
 PLANS

DRAWING NO:

A-162



SCALE: 1/8" = 1'-0"

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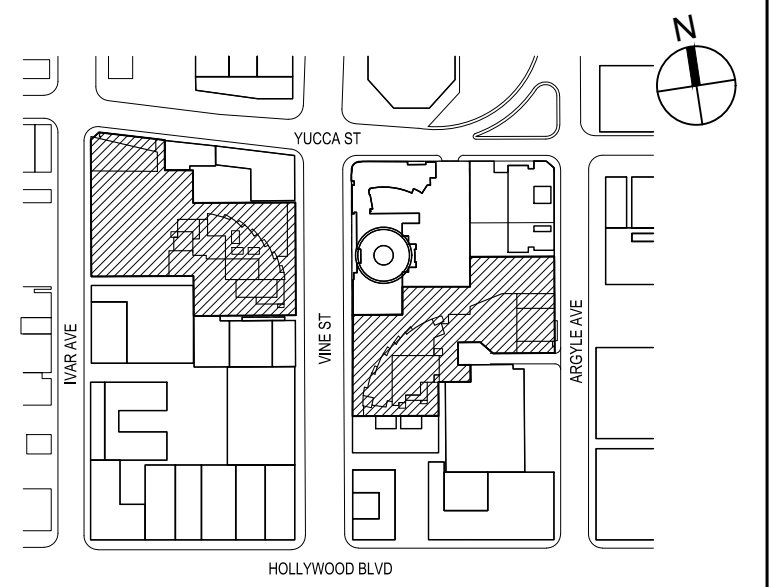
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NO.	DATE	ISSUANCE
APRIL 2018		ENTITLEMENT SUBMISSION
SEPT. 2020		ENTITLEMENT SUBMISSION

KEY PLAN








SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
 WEST SITE -
 NORTH
 ELEVATION





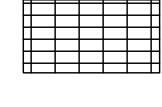
DRAWING NO:
A-201

EXTERIOR MATERIALS

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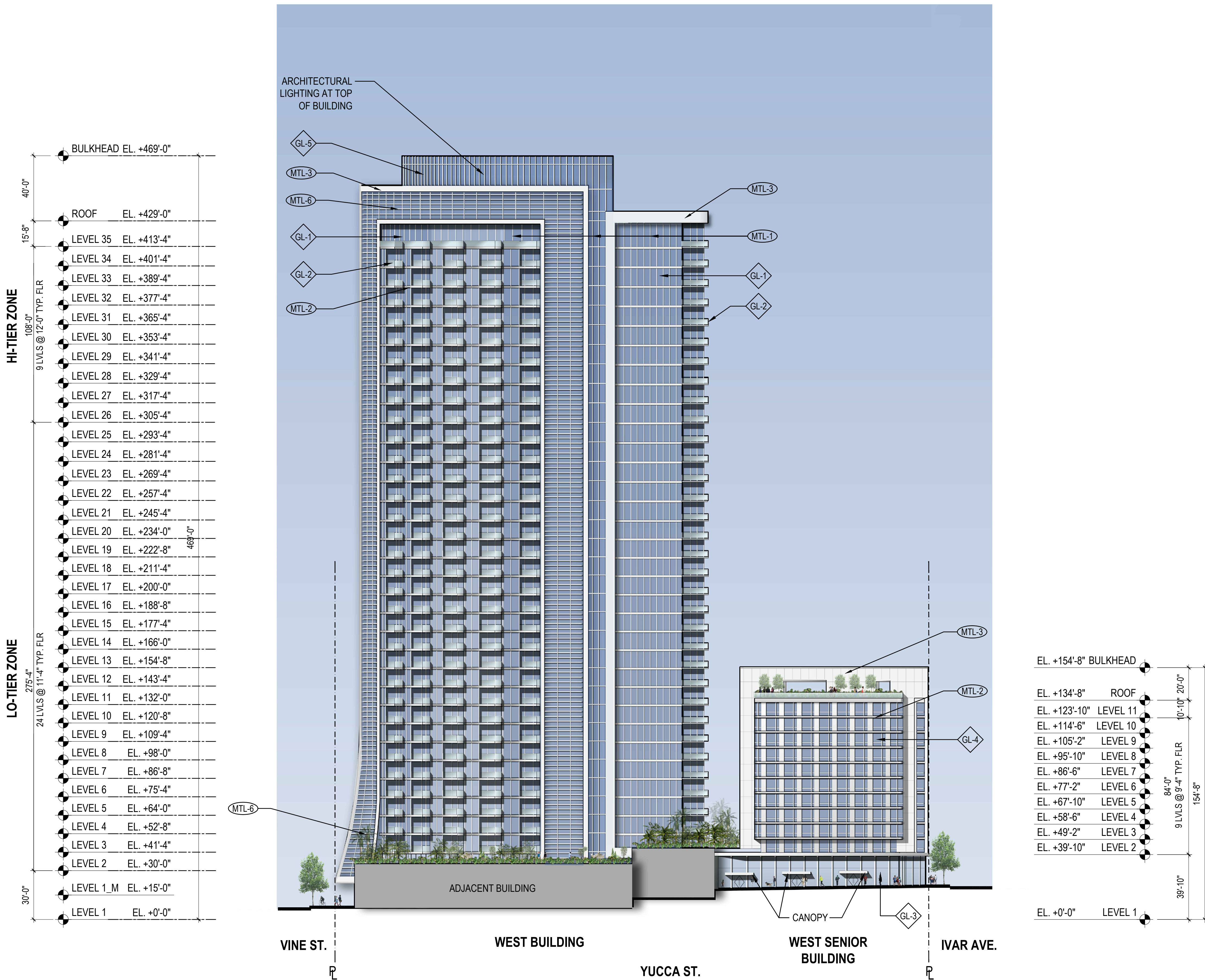
-  INSULATED GLASS UNIT WITH LOW-E COATING
-  BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
-  GLASS STOREFRONT SYSTEM
-  INSULATED GLASS UNIT WITH LOW-E COATING
-  INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

-  PAINTED METAL MULLION OR FIN
-  INSULATED METAL SLAB COVER
-  TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
-  INSULATED METAL COMPOSITE WALL PANEL
-  DECORATIVE METAL FINS AT STOREFRONT
-  DECORATIVE PAINTED METAL SCREEN

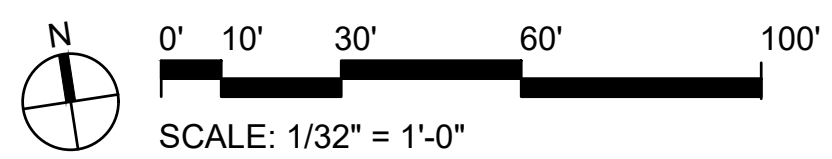
STONE:

-  STONE PANEL AT STOREFRONT BASE



WEST SITE - NORTH ELEVATION

SCALE: 1/32" = 1'-0"



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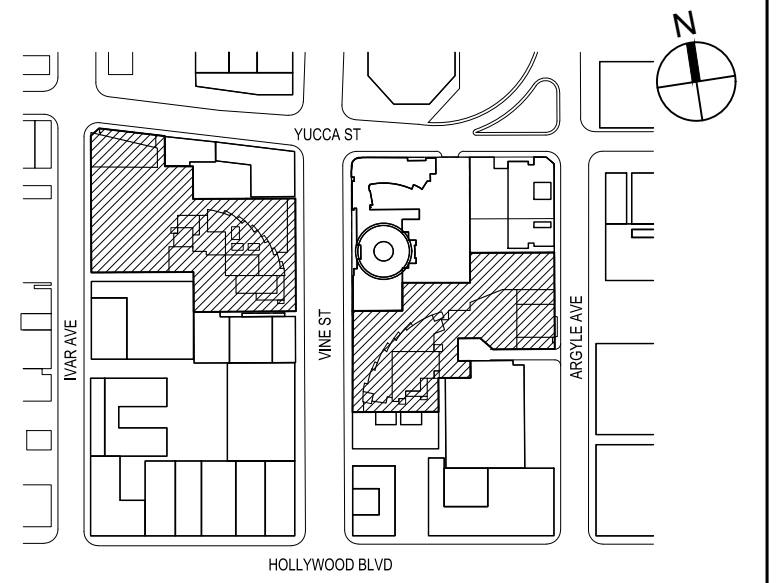
ARCHITECT
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NO.	DATE	ISSUANCE
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SEPT. 2020		ENTITLEMENT SUBMISSION

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE - EAST ELEVATION

DRAWING NO:

A-202

EXTERIOR MATERIALS

GLASS:

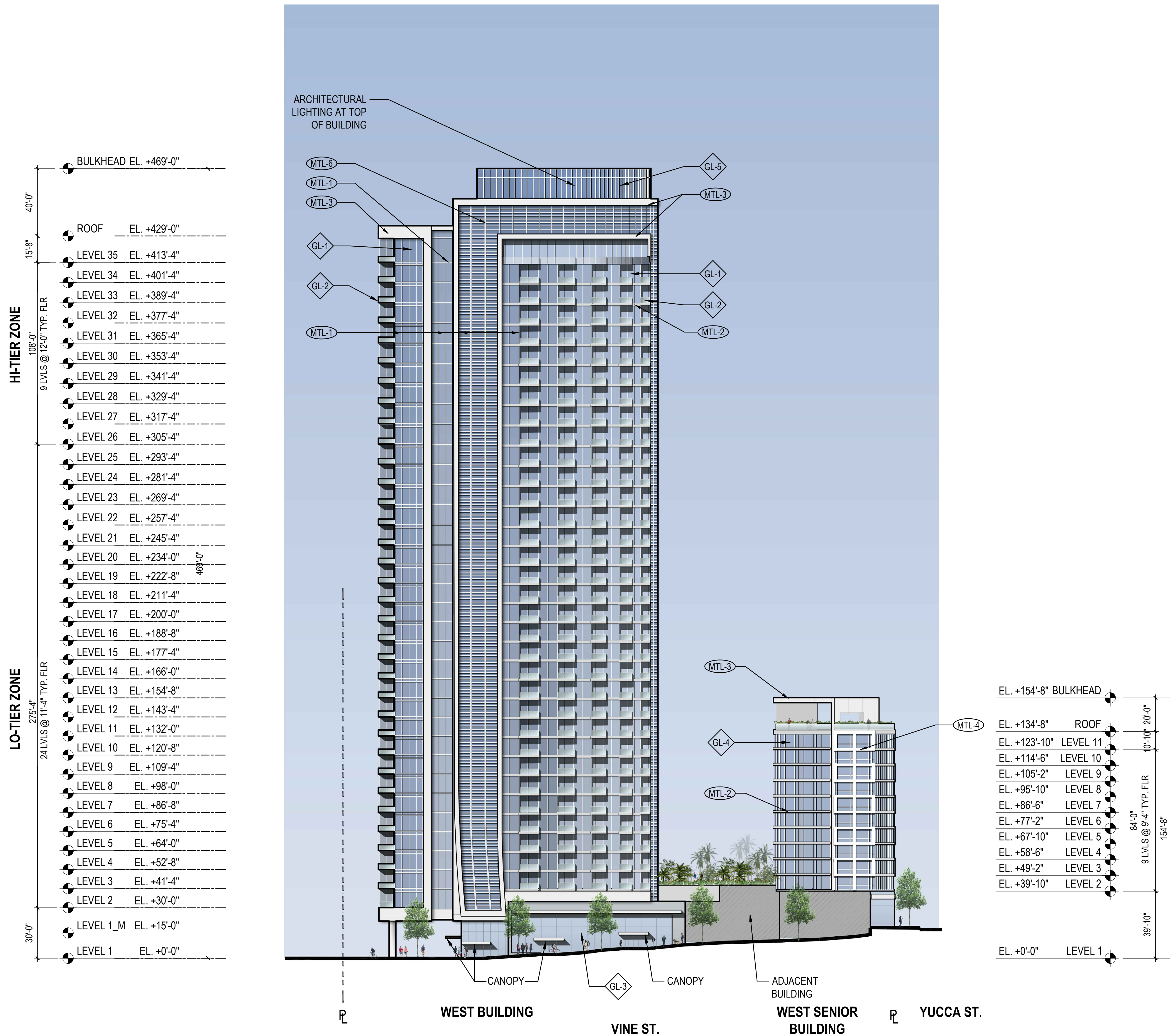
- GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- GL-3 GLASS STOREFRONT SYSTEM
- GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

- MTL-1 PAINTED METAL MULLION OR FIN
- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

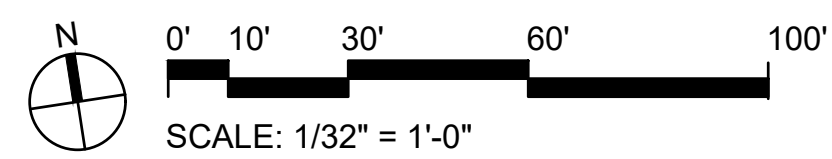
- ST-1 STONE PANEL AT STOREFRONT BASE



WEST SITE - EAST ELEVATION

SCALE: 1/32" = 1'-0"

1



HOLLYWOOD CENTER

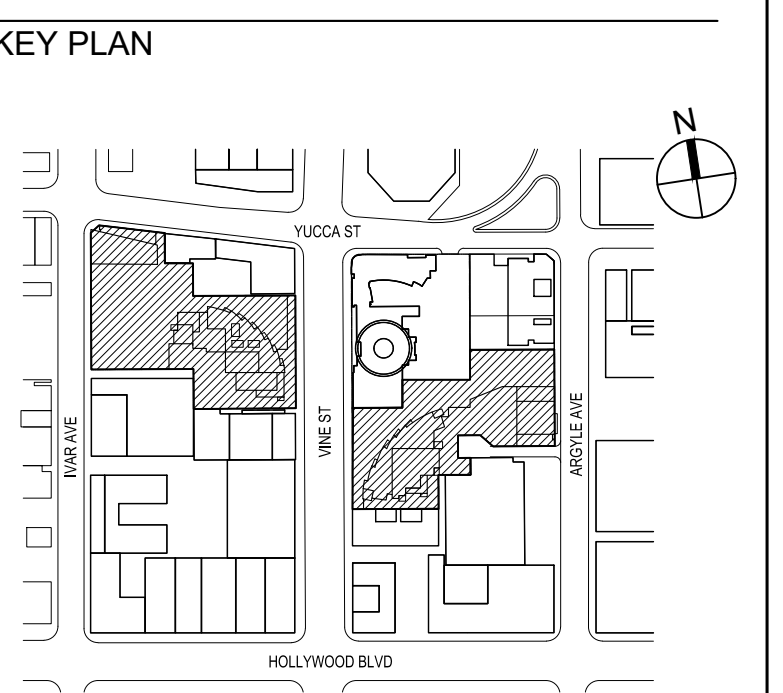
APPLICANT
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SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE - SOUTH ELEVATION

DRAWING NO:
A-203
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EXTERIOR MATERIALS

GLASS:

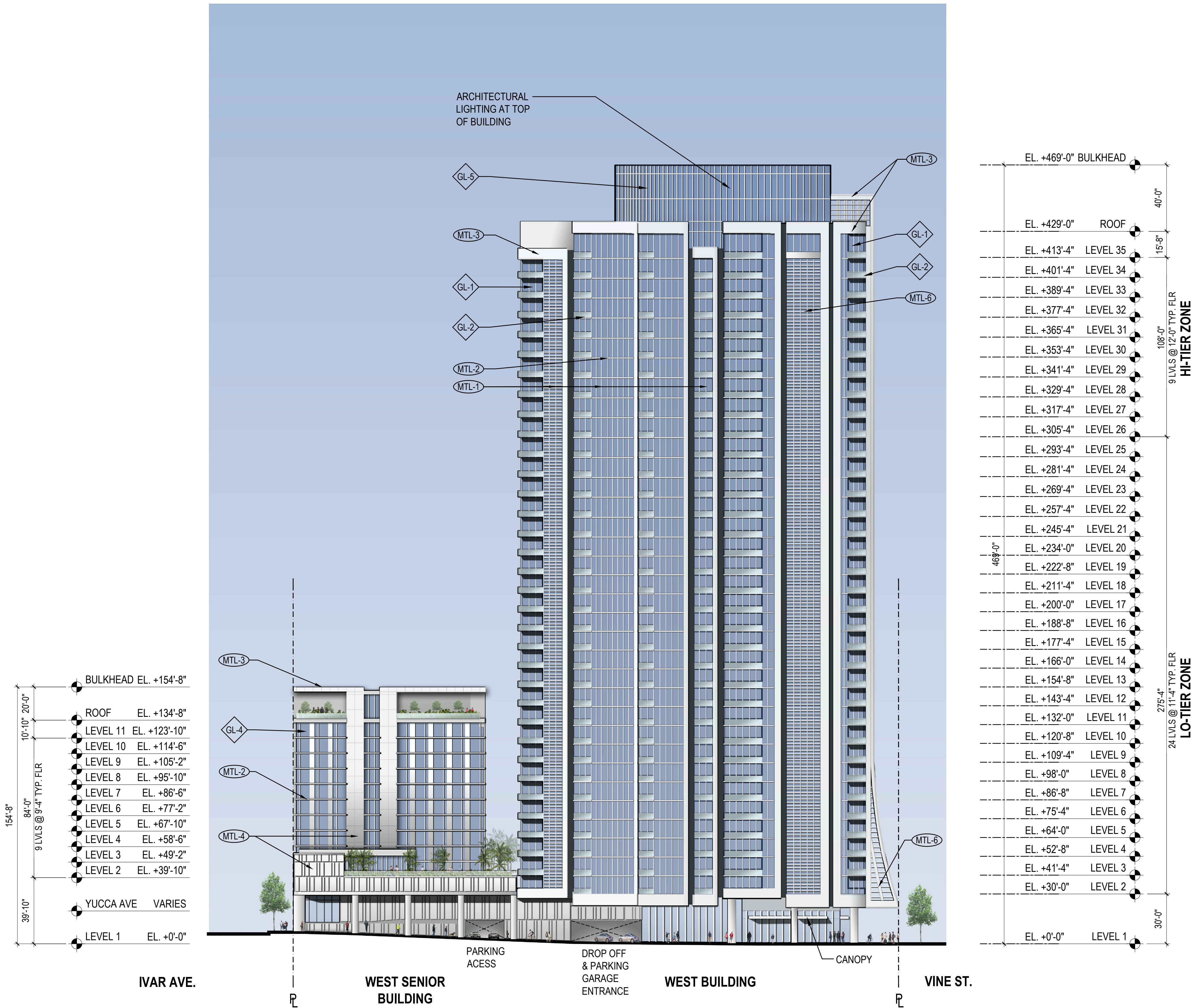
- GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- GL-3 GLASS STOREFRONT SYSTEM
- GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

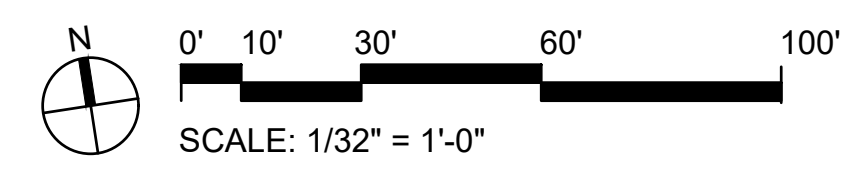
- MTL-1 PAINTED METAL MULLION OR FIN
- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

- ST-1 STONE PANEL AT STOREFRONT BASE



WEST SITE - SOUTH ELEVATION
SCALE: 1/32" = 1'-0" 1



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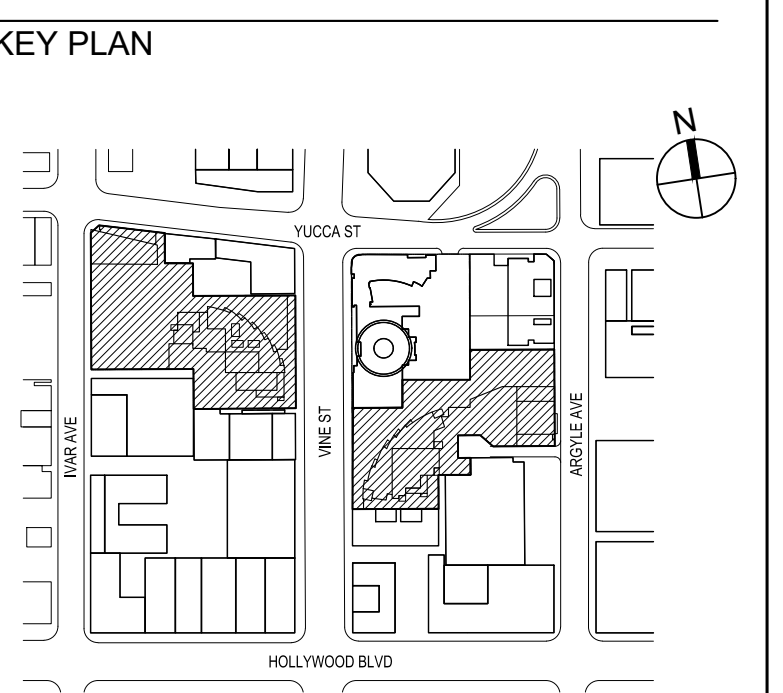
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SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE - WEST ELEVATION

DRAWING NO:
A-204
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EXTERIOR MATERIALS

GLASS:

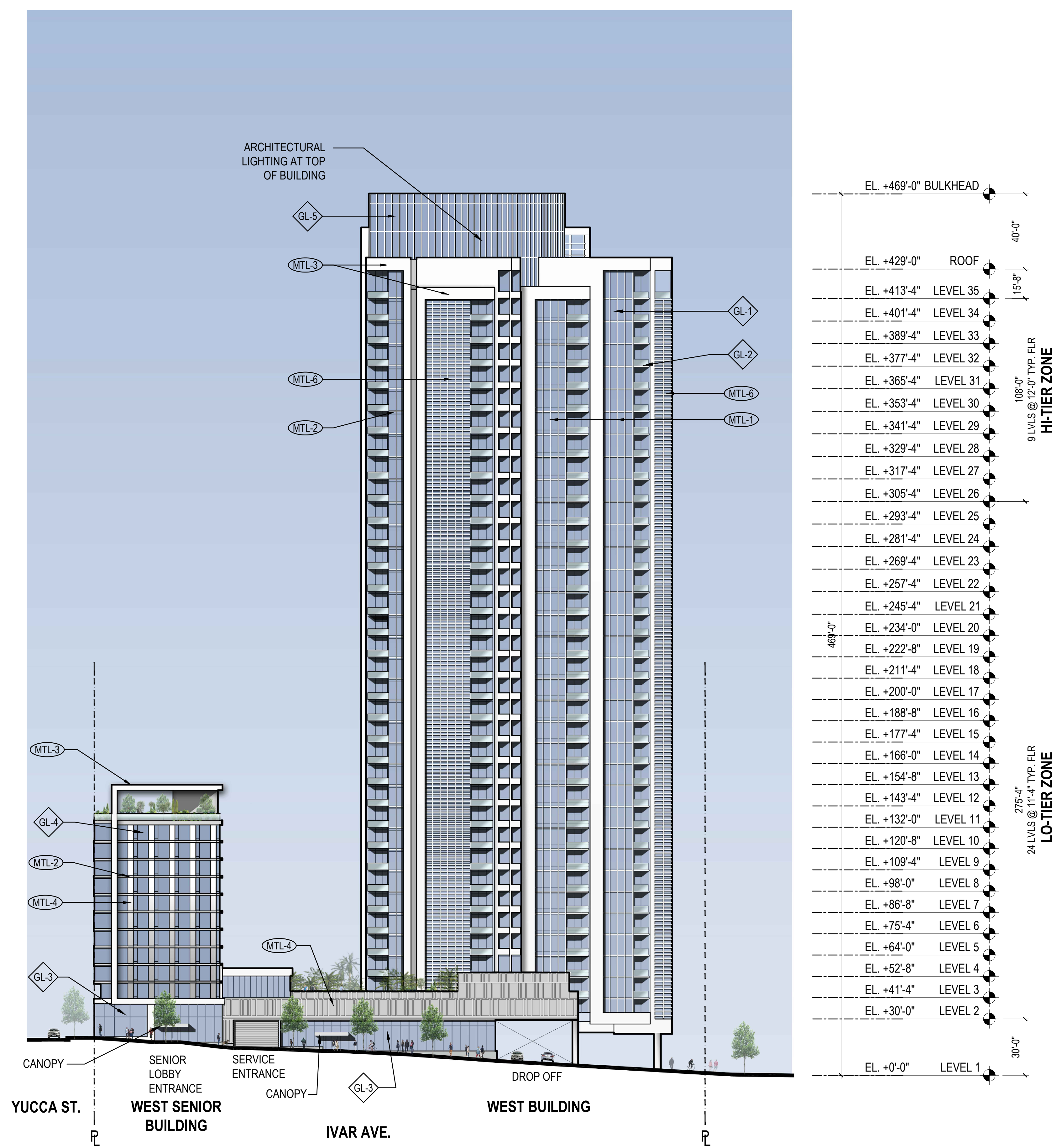
- ◇ GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- ◇ GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- ◇ GL-3 GLASS STOREFRONT SYSTEM
- ◇ GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- ◇ GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

- MTL-1 PAINTED METAL MULLION OR FIN
- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

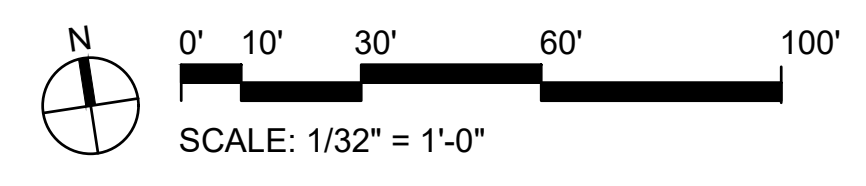
STONE:

- ST-1 STONE PANEL AT STOREFRONT BASE



LEVEL	ELEVATION
BULKHEAD	EL. +154'-8"
ROOF	EL. +134'-8"
LEVEL 11	EL. +123'-10"
LEVEL 10	EL. +114'-6"
LEVEL 9	EL. +105'-2"
LEVEL 8	EL. +95'-10"
LEVEL 7	EL. +86'-6"
LEVEL 6	EL. +77'-2"
LEVEL 5	EL. +67'-10"
LEVEL 4	EL. +58'-6"
LEVEL 3	EL. +49'-2"
LEVEL 2	EL. +39'-10"
YUCCA AVE	VARIABLE
LEVEL 1	EL. +0'-0"

ELEVATION	LEVEL
EL. +469'-0"	BULKHEAD
EL. +429'-0"	ROOF
EL. +413'-4"	LEVEL 35
EL. +401'-4"	LEVEL 34
EL. +389'-4"	LEVEL 33
EL. +377'-4"	LEVEL 32
EL. +365'-4"	LEVEL 31
EL. +353'-4"	LEVEL 30
EL. +341'-4"	LEVEL 29
EL. +329'-4"	LEVEL 28
EL. +317'-4"	LEVEL 27
EL. +305'-4"	LEVEL 26
EL. +293'-4"	LEVEL 25
EL. +281'-4"	LEVEL 24
EL. +269'-4"	LEVEL 23
EL. +257'-4"	LEVEL 22
EL. +245'-4"	LEVEL 21
EL. +234'-0"	LEVEL 20
EL. +222'-8"	LEVEL 19
EL. +211'-4"	LEVEL 18
EL. +200'-0"	LEVEL 17
EL. +188'-8"	LEVEL 16
EL. +177'-4"	LEVEL 15
EL. +166'-0"	LEVEL 14
EL. +154'-8"	LEVEL 13
EL. +143'-4"	LEVEL 12
EL. +132'-0"	LEVEL 11
EL. +120'-8"	LEVEL 10
EL. +109'-4"	LEVEL 9
EL. +98'-0"	LEVEL 8
EL. +86'-8"	LEVEL 7
EL. +75'-4"	LEVEL 6
EL. +64'-0"	LEVEL 5
EL. +52'-8"	LEVEL 4
EL. +41'-4"	LEVEL 3
EL. +30'-0"	LEVEL 2
EL. +0'-0"	LEVEL 1



WEST SITE - WEST ELEVATION
SCALE: 1/32" = 1'-0" 1

HOLLYWOOD CENTER

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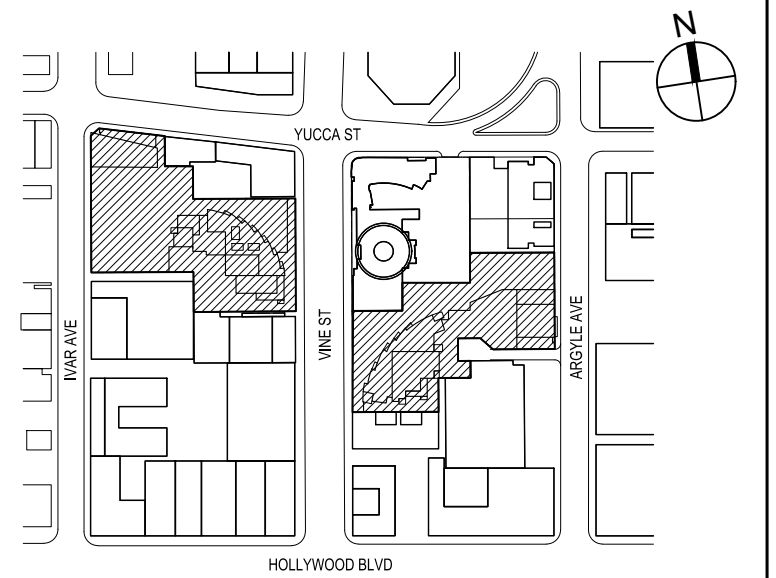
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APRIL 2018	ENTITLEMENT SUBMISSION	
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KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - NORTH ELEVATION

DRAWING NO:

A-205

EXTERIOR MATERIALS

GLASS:

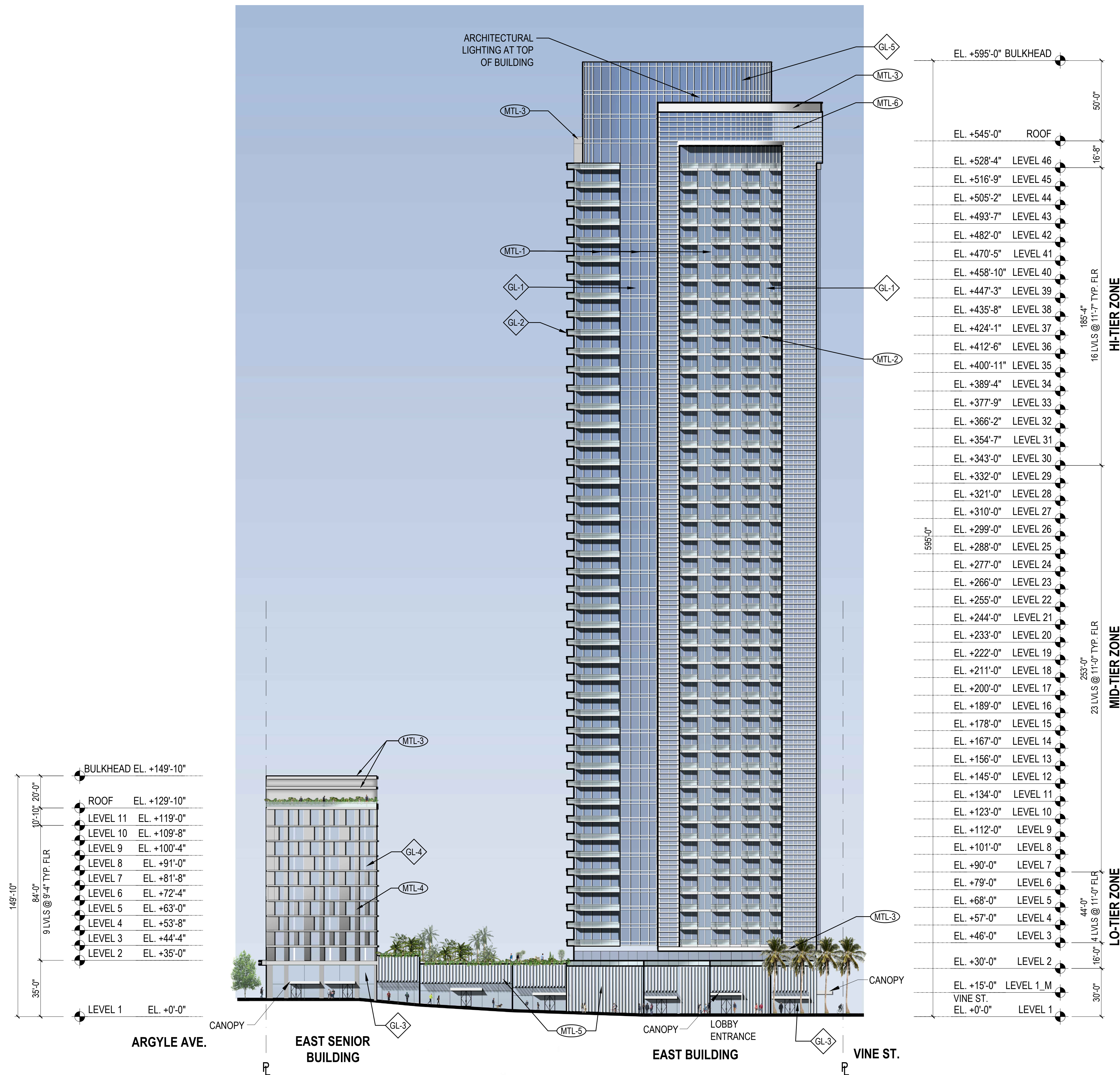
- GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- GL-3 GLASS STOREFRONT SYSTEM
- GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

- MTL-1 PAINTED METAL MULLION OR FIN
- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

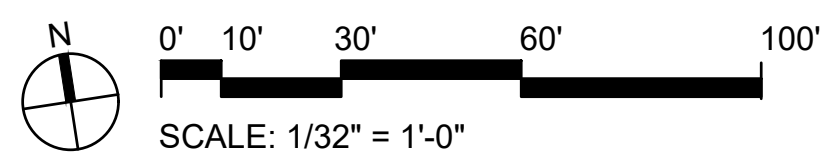
- ST-1 STONE PANEL AT STOREFRONT BASE

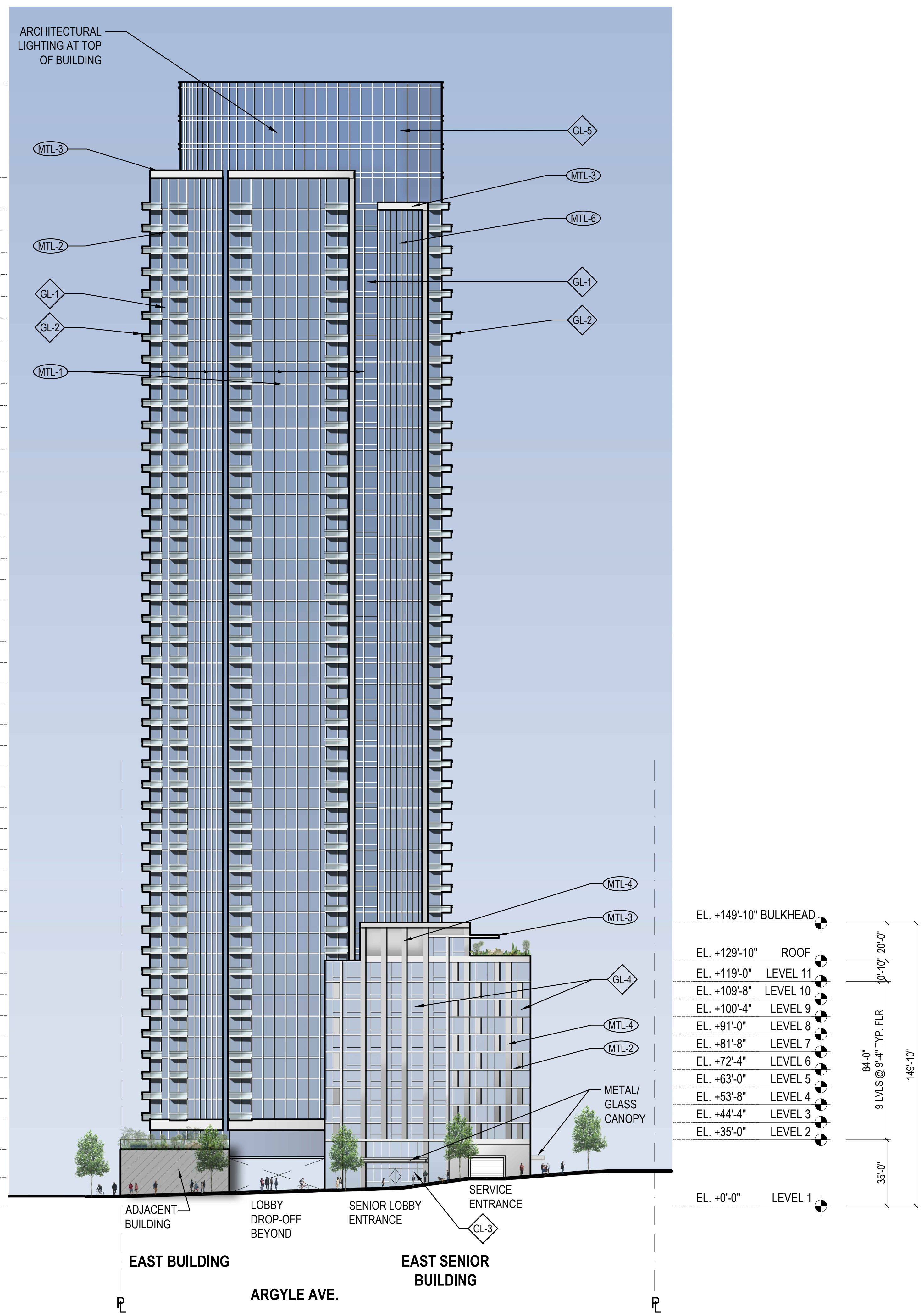


EAST SITE - NORTH ELEVATION

SCALE: 1/32" = 1'-0"

1





HI-TIER ZONE
185'-4"
16 LVLS @ 11'-7" TYP. FLR

MID-TIER ZONE
283'-0"
23 LVLS @ 11'-0" TYP. FLR

LO-TIER ZONE
44'-0"
4 LVLS @ 11'-0" FLR

- BULKHEAD EL. +595'-0"
- ROOF EL. +545'-0"
- LEVEL 46 EL. +528'-4"
- LEVEL 45 EL. +516'-9"
- LEVEL 44 EL. +505'-2"
- LEVEL 43 EL. +493'-7"
- LEVEL 42 EL. +482'-0"
- LEVEL 41 EL. +470'-5"
- LEVEL 40 EL. +458'-10"
- LEVEL 39 EL. +447'-3"
- LEVEL 38 EL. +435'-8"
- LEVEL 37 EL. +424'-1"
- LEVEL 36 EL. +412'-6"
- LEVEL 35 EL. +400'-11"
- LEVEL 34 EL. +389'-4"
- LEVEL 33 EL. +377'-9"
- LEVEL 32 EL. +366'-2"
- LEVEL 31 EL. +354'-7"
- LEVEL 30 EL. +343'-0"
- LEVEL 29 EL. +332'-0"
- LEVEL 28 EL. +321'-0"
- LEVEL 27 EL. +310'-0"
- LEVEL 26 EL. +299'-0"
- LEVEL 25 EL. +288'-0"
- LEVEL 24 EL. +277'-0"
- LEVEL 23 EL. +266'-0"
- LEVEL 22 EL. +255'-0"
- LEVEL 21 EL. +244'-0"
- LEVEL 20 EL. +233'-0"
- LEVEL 19 EL. +222'-0"
- LEVEL 18 EL. +211'-0"
- LEVEL 17 EL. +200'-0"
- LEVEL 16 EL. +189'-0"
- LEVEL 15 EL. +178'-0"
- LEVEL 14 EL. +167'-0"
- LEVEL 13 EL. +156'-0"
- LEVEL 12 EL. +145'-0"
- LEVEL 11 EL. +134'-0"
- LEVEL 10 EL. +123'-0"
- LEVEL 9 EL. +112'-0"
- LEVEL 8 EL. +101'-0"
- LEVEL 7 EL. +90'-0"
- LEVEL 6 EL. +79'-0"
- LEVEL 5 EL. +68'-0"
- LEVEL 4 EL. +57'-0"
- LEVEL 3 EL. +46'-0"
- LEVEL 2 EL. +30'-0"
- LEVEL 1_M EL. +15'-0"
- VINE ST. EL. +0'-0"
- LEVEL 1 EL. +0'-0"

- EL. +149'-10" BULKHEAD
- EL. +129'-10" ROOF
- EL. +119'-0" LEVEL 11
- EL. +109'-8" LEVEL 10
- EL. +100'-4" LEVEL 9
- EL. +91'-0" LEVEL 8
- EL. +81'-8" LEVEL 7
- EL. +72'-4" LEVEL 6
- EL. +63'-0" LEVEL 5
- EL. +53'-8" LEVEL 4
- EL. +44'-4" LEVEL 3
- EL. +35'-0" LEVEL 2
- EL. +0'-0" LEVEL 1

EXTERIOR MATERIALS

GLASS:

- GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- GL-3 GLASS STOREFRONT SYSTEM
- GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

- MTL-1 PAINTED METAL MULLION OR FIN
- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

- ST-1 STONE PANEL AT STOREFRONT BASE

HOLLYWOOD CENTER

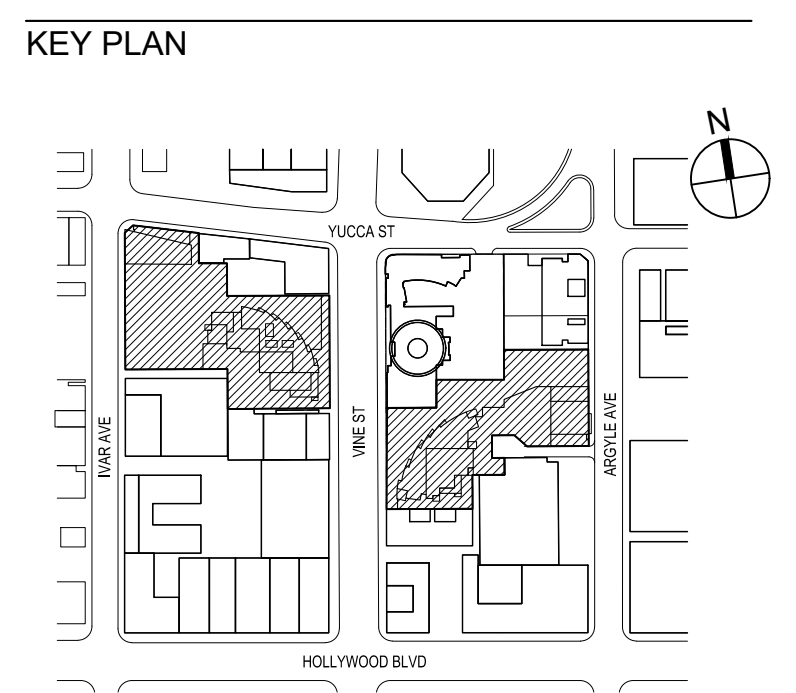
APPLICANT
MCAF VINE LLC
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F: 212.595.1831

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KPF
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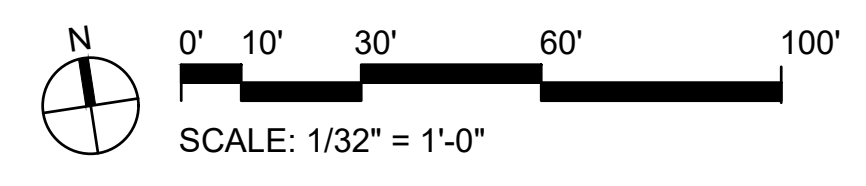
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SEPT. 2020	ENTITLEMENT SUBMISSION	



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - EAST ELEVATION

DRAWING NO: A-206
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EAST SITE - EAST ELEVATION
SCALE: 1/32" = 1'-0" (1)

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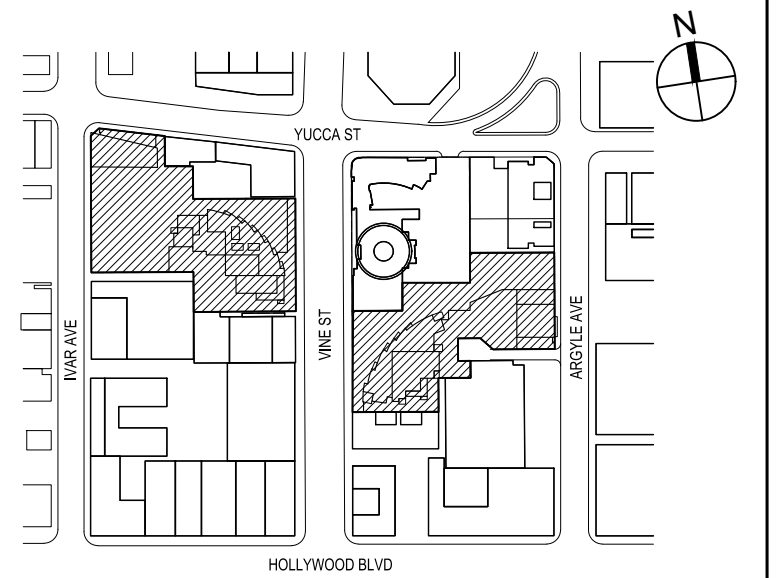
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE






DRAWING TITLE:
EAST SITE - SOUTH ELEVATION

DRAWING NO:





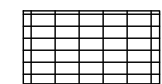
A-207

EXTERIOR MATERIALS

GLASS:

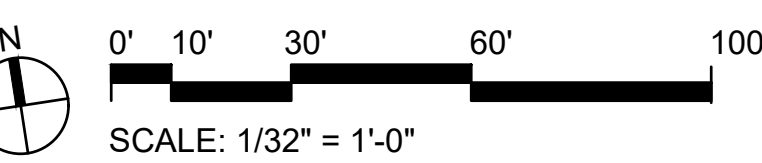
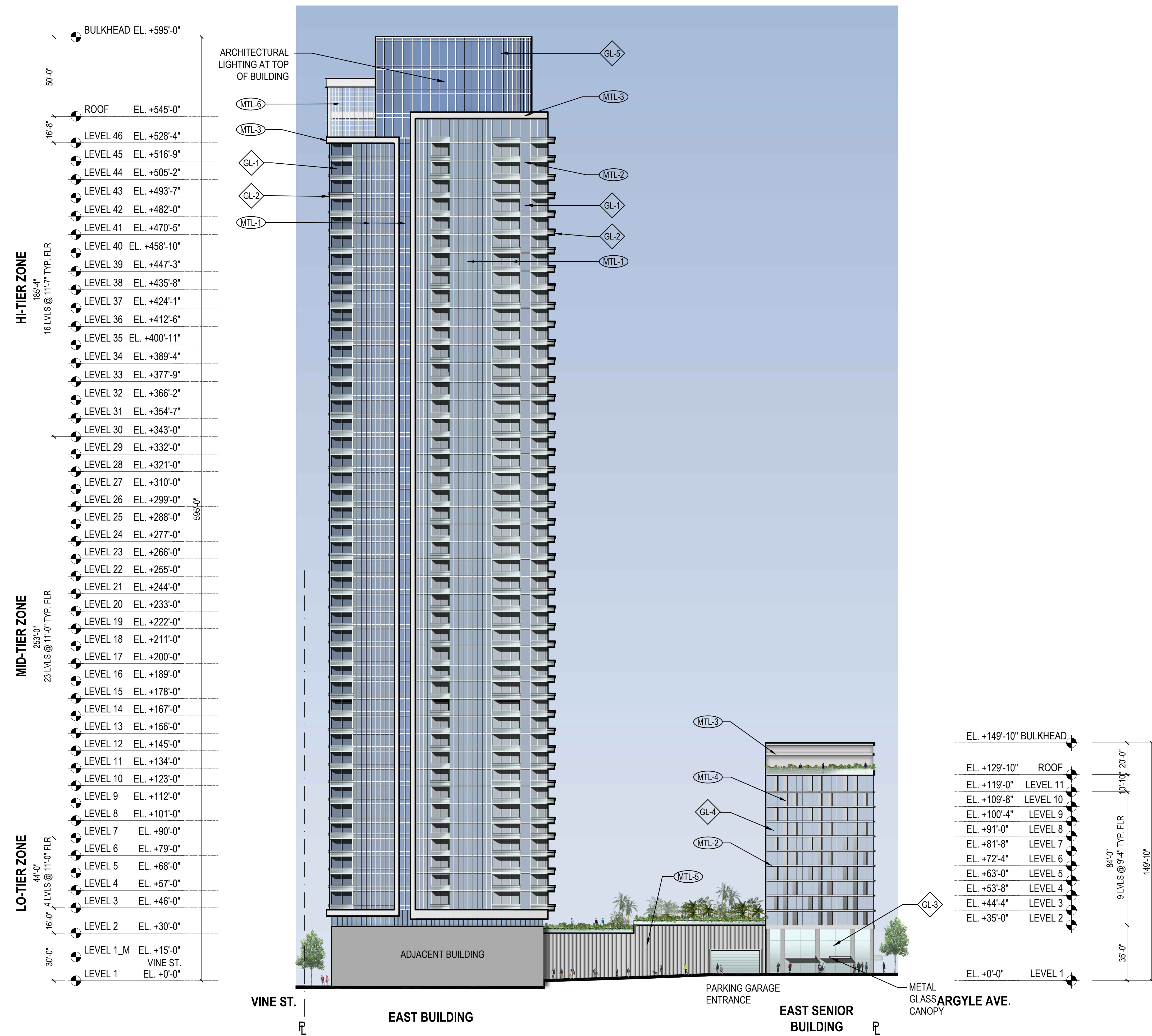
-  GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
-  GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
-  GL-3 GLASS STOREFRONT SYSTEM
-  GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
-  GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

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-  MTL-4 INSULATED METAL COMPOSITE WALL PANEL
-  MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
-  MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

-  ST-1 STONE PANEL AT STOREFRONT BASE



EAST SITE - SOUTH ELEVATION
SCALE: 1/32" = 1'-0" 1

HOLLYWOOD CENTER

APPLICANT
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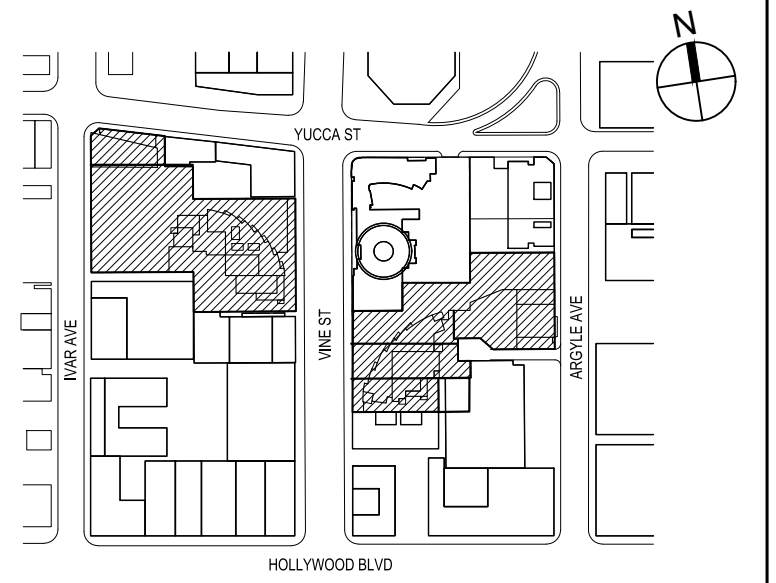
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NO.	DATE	ISSUANCE
APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - WEST ELEVATION

DRAWING NO:

A-208

EXTERIOR MATERIALS

GLASS:

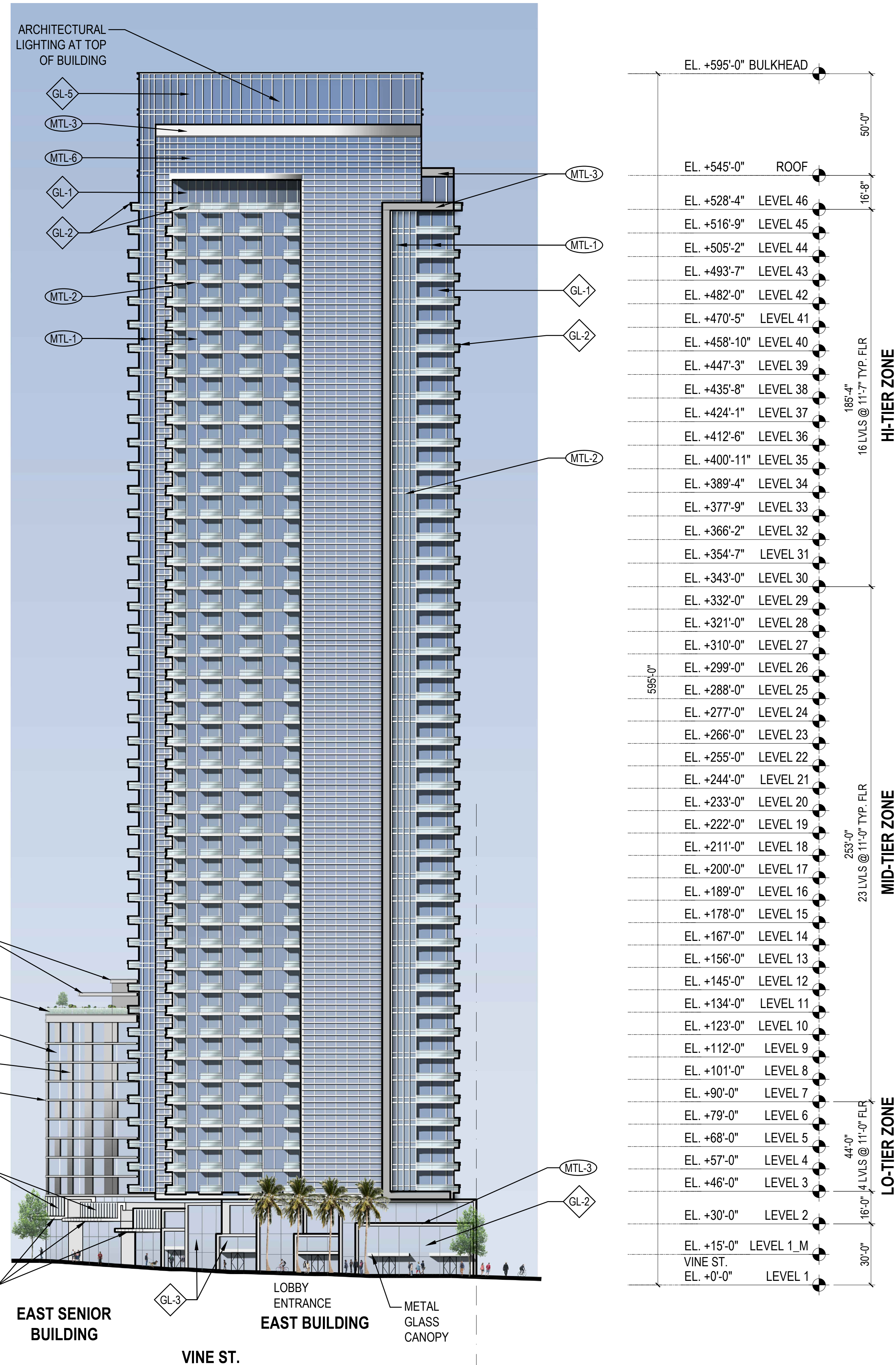
- GL-1 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-2 BALCONY GLASS RAILING SYSTEM WITH TEMPERED LAMINATED GLASS
- GL-3 GLASS STOREFRONT SYSTEM
- GL-4 INSULATED GLASS UNIT WITH LOW-E COATING
- GL-5 INSULATED GLASS UNIT AT MECHANICAL PENTHOUSE

METAL:

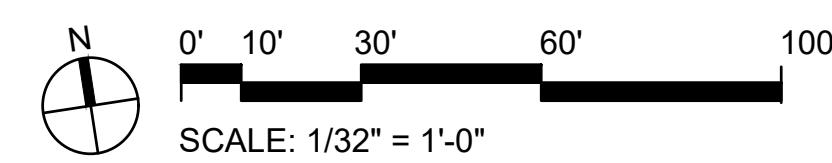
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- MTL-2 INSULATED METAL SLAB COVER
- MTL-3 TRIMS, COVERS, AND EXTRUSIONS WITHOUT INSULATION AT ROOFS AND TERRACES
- MTL-4 INSULATED METAL COMPOSITE WALL PANEL
- MTL-5 DECORATIVE METAL FINNS AT STOREFRONT
- MTL-6 DECORATIVE PAINTED METAL SCREEN

STONE:

- ST-1 STONE PANEL AT STOREFRONT BASE



Level	Elevation
BULKHEAD	EL. +149'-10"
ROOF	EL. +129'-10"
LEVEL 11	EL. +119'-0"
LEVEL 10	EL. +109'-8"
LEVEL 9	EL. +100'-4"
LEVEL 8	EL. +91'-0"
LEVEL 7	EL. +81'-8"
LEVEL 6	EL. +72'-4"
LEVEL 5	EL. +63'-0"
LEVEL 4	EL. +53'-8"
LEVEL 3	EL. +44'-4"
LEVEL 2	EL. +35'-0"
LEVEL 1	EL. +0'-0"



EAST SITE - WEST ELEVATION
SCALE: 1/32" = 1'-0"
1

HOLLYWOOD CENTER

APPLICANT
 MCAF VINE LLC
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 F: 212.595.1831

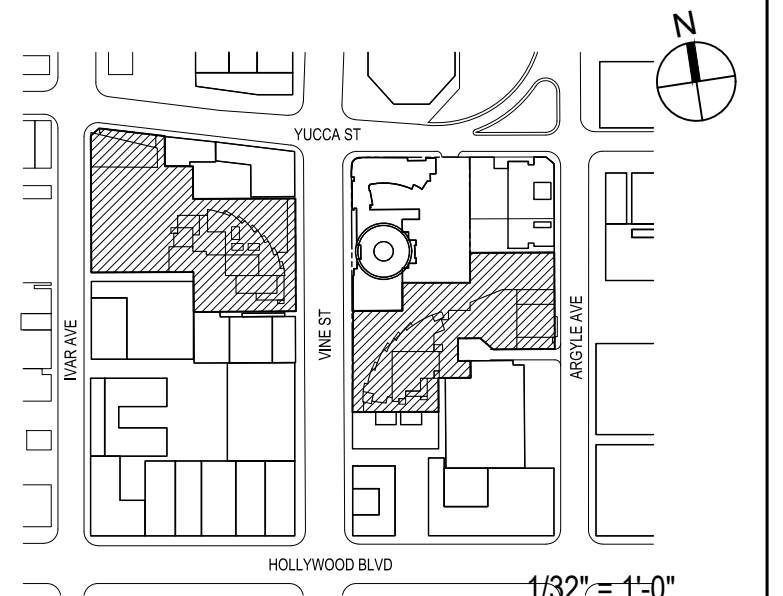
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NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN

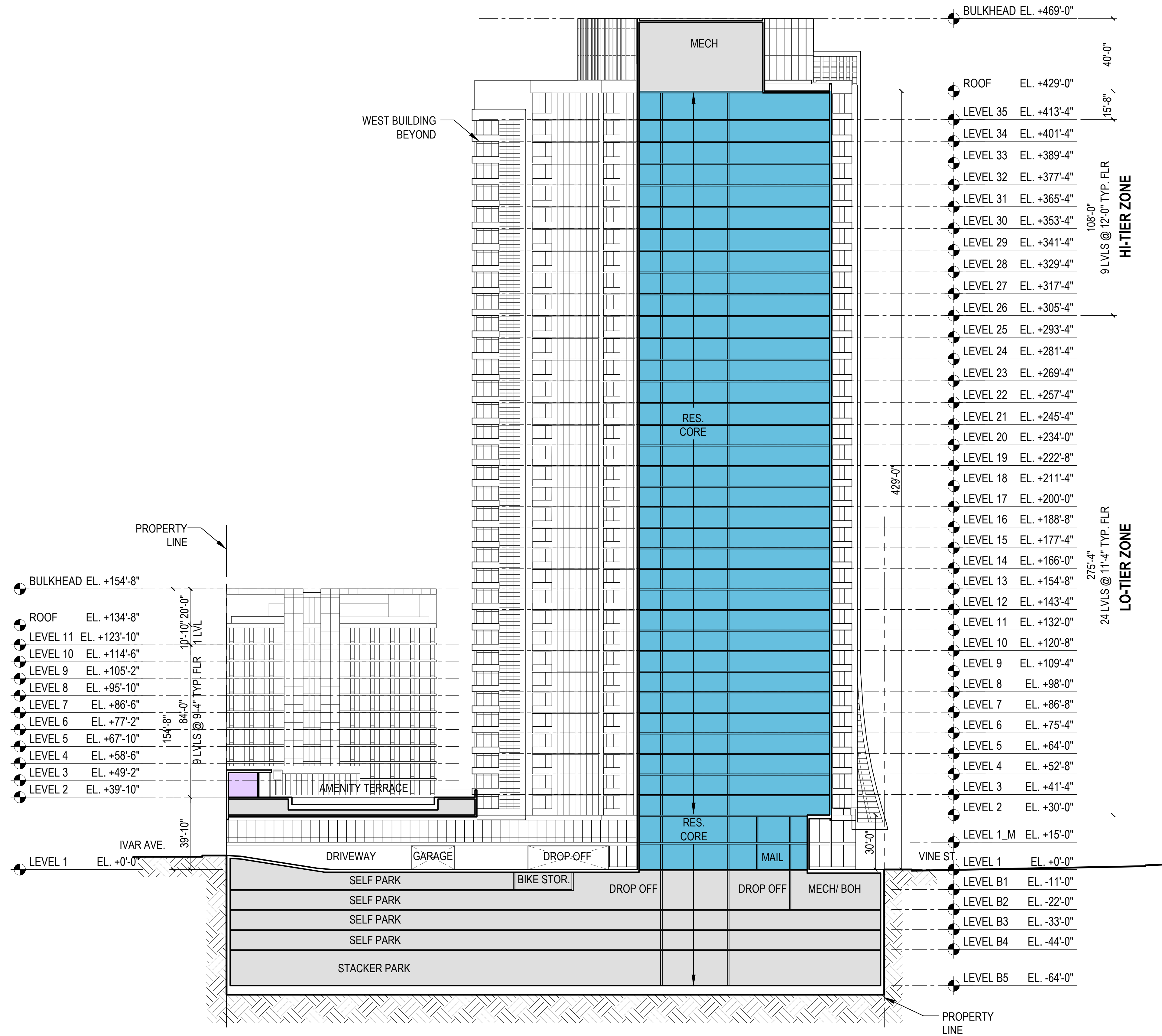


SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE-BUILDING SECTION_E-W

DRAWING NO:

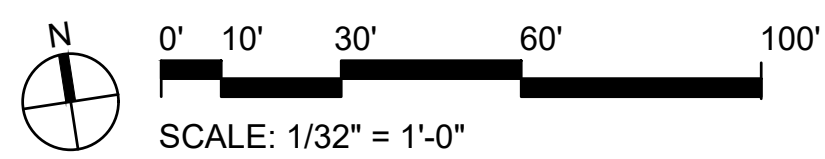
A-301



WEST SITE - BUILDING SECTION E-W

SCALE: 1/32" = 1'-0"

1



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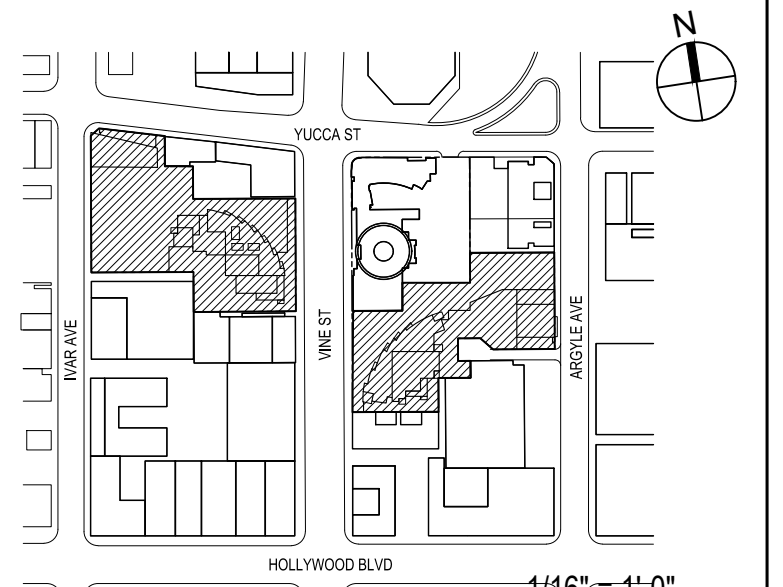
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	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN

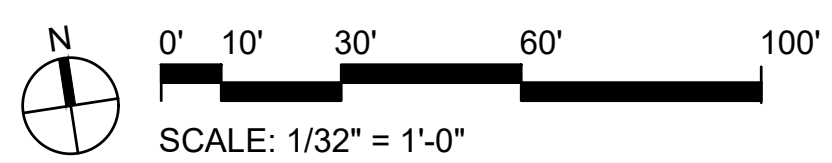
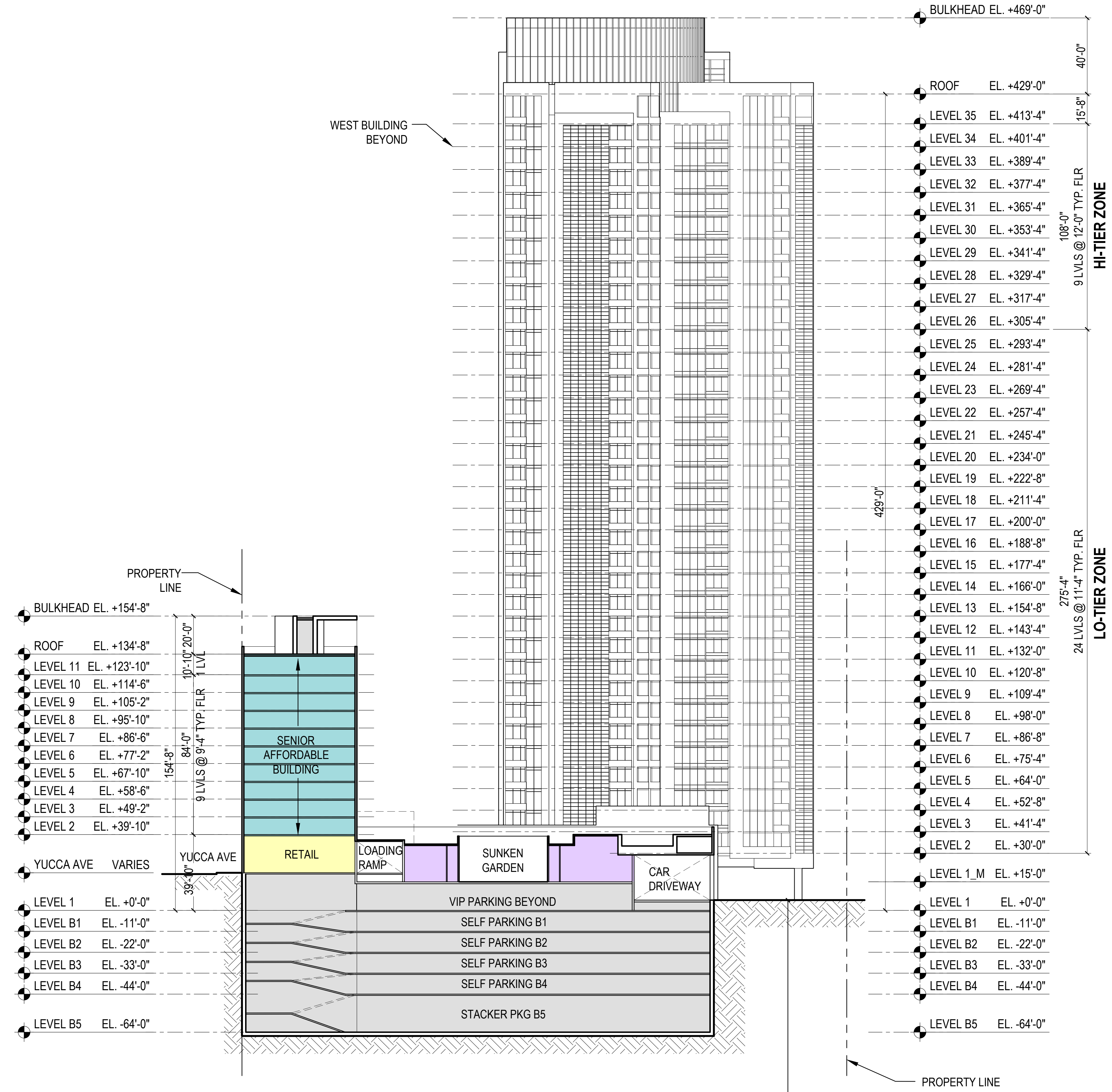


SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
WEST SITE - BUILDING SECTION_N-S

DRAWING NO:

A-302



WEST SITE - BUILDING SECTION N-S
 SCALE: 1/32" = 1'-0"

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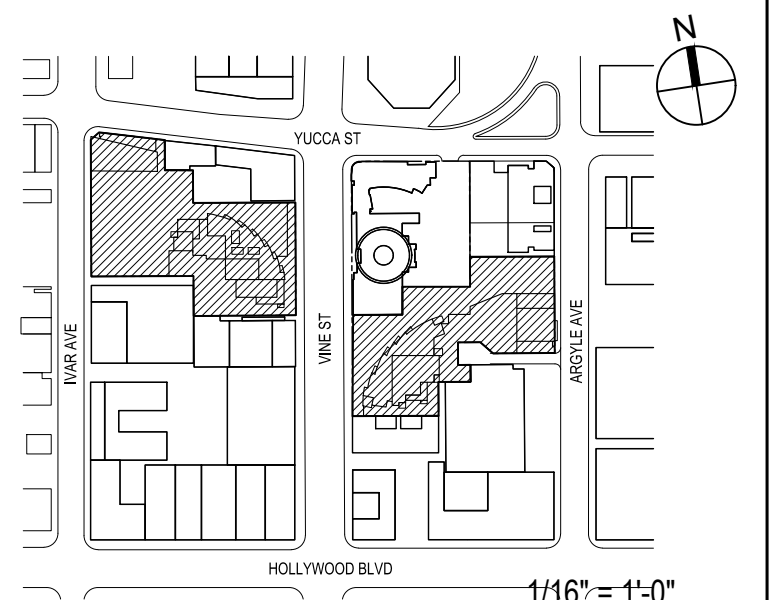
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 T: 213.418.0201

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	APRIL 2018	ENTITLEMENT SUBMISSION
	SEPT. 2020	ENTITLEMENT SUBMISSION

KEY PLAN



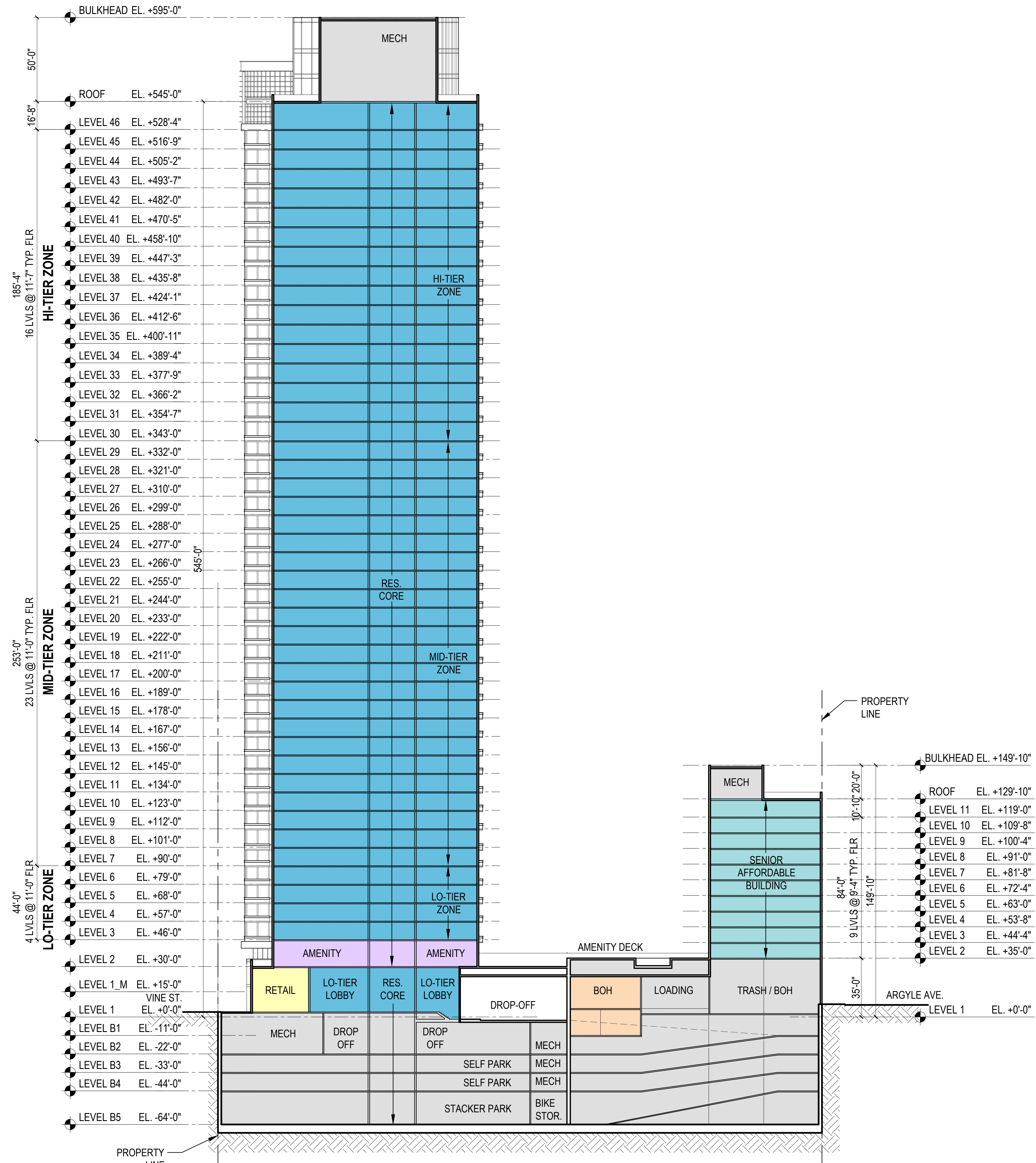
SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - BUILDING SECTION E-W

DRAWING NO:

A-303

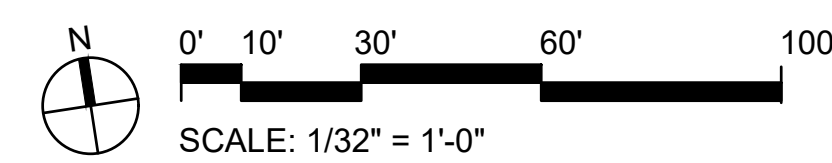
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EAST SITE BUILDING SECTION E-W

SCALE: 1/32" = 1'-0"

1



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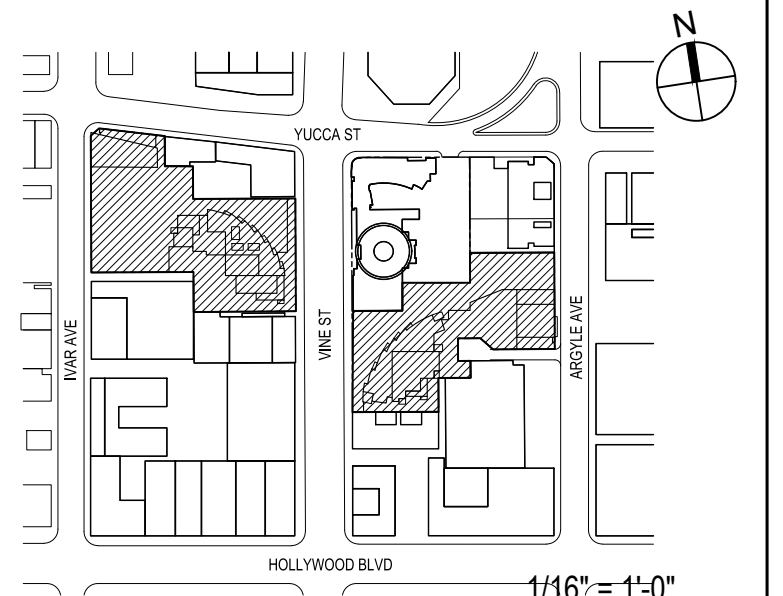
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APRIL 2018	ENTITLEMENT SUBMISSION	
SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN

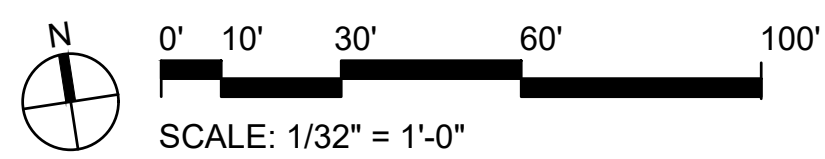
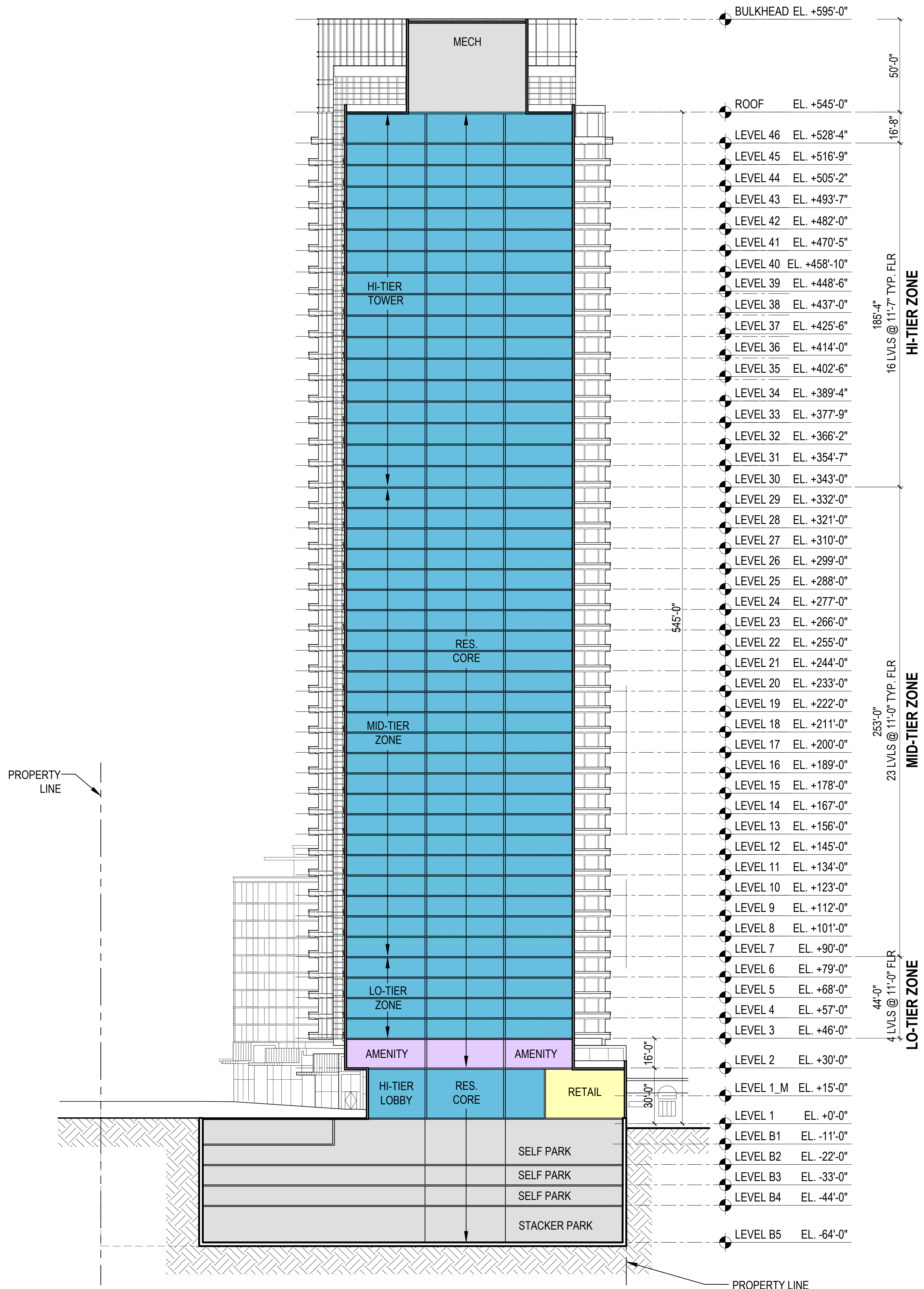


SCALE: 1/16" = 1'-0"
 AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:
 EAST SITE -
 BUILDING
 SECTION_N-S

DRAWING NO:

A-304



EAST SITE BUILDING SECTION N-S
 SCALE: 1/32" = 1'-0"

1



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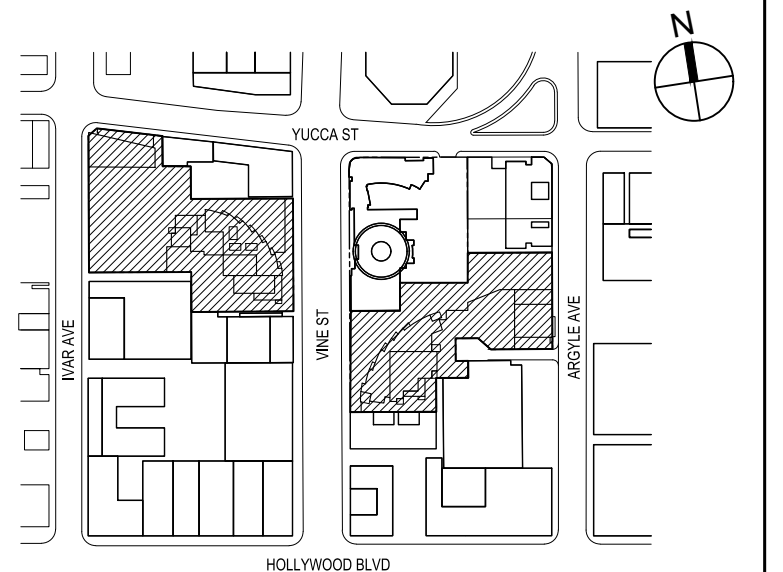
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SEPT. 2020	ENTITLEMENT SUBMISSION	

KEY PLAN



SCALE: AS INDICATED
 PROJECT NO: 1350
 SEAL & SIGNATURE

DRAWING TITLE:

RENDERINGS

DRAWING NO:

A-401

LOOKING NORTH ON VINE STREET

NTS

EXHIBIT E
VTT-82152-1A
MITIGATION MONITORING
PROGRAM

CHAPTER 4 - MITIGATION MONITORING PROGRAM

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code (PRC) 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, CEQA Guidelines Section 15097(a) 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, PRC Section 21081.6 and CEQA Guidelines Section 15097.

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 to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project 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 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.

5. Mitigation Monitoring Program

a) Aesthetics

Project Design Features

AES-PDF-1: Construction Fencing. Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity for new buildings from view at the street level. A minimum eight-foot-high construction fence will be located along the perimeter of the active construction sites. Protective fencing or walls will be incorporated between and the south wall of the Capitol Records Building during demolition, excavation, and new building erection on the East Site. 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

AES-PDF-2: Screening of Utilities. Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning [HVAC] systems), as well as building appurtenances, will be integrated into the Project's architectural design (e.g., placed behind parapet walls) and be screened from view from public rights-of-way.

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

AES-PDF-3: Glare. 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).

- **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

AES-PDF-4: Lighting. Construction and operational lighting will be shielded and directed downward (or on the specific on-site feature to be lit) in such a manner so as to avoid undue glare or light trespass onto adjacent uses.

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

b) Air Quality

See Project Design Feature GHG-PDF-1 (Water Conservation Features) below.

Mitigation Measures

AQ-MM-1: Construction Equipment Features. The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features shall include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA) Tier 4 Final off-road emissions

standards or equivalent for equipment rated at 50 horsepower (hp) or greater during Project construction where available within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT), which means a CARB-certified Level 3 DPM or equivalent.

- Construction equipment, such as tower cranes, shall utilize electricity from power poles or alternative fuels (i.e., non-diesel) rather than diesel power generators and/or gasoline power generators. Pole power shall be made available for use for electric tools, equipment, lighting, etc. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
 - Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
 - **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

AQ-MM-2: Emergency Generators. The Project representative shall schedule routine maintenance and testing of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews shall be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.

- **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; Periodically during operation and during routine maintenance and testing
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Field inspection signoff

c) Cultural Resources

Mitigation Measures

See Mitigation Measure NOI-MM-4 below.

CUL-MM-1: Prior to any disturbance to the Hollywood Walk of Fame, a City of Los Angeles designated Historic-Cultural Monument, the Applicant shall contact the Hollywood Chamber of Commerce/Hollywood Historic Trust (Chamber/Trust) directly via letter detailing the location of the Project Site, its potential impact on the Hollywood Walk of Fame, Project timeframe, list of affected stars and surrounding sidewalk area, proposed procedures for removal of stars, where and for how long the stars would be stored, how they would be secured, and other relevant details. The Chamber/Trust would reply via letter with the required procedures related to alterations to the Hollywood Walk of Fame and a list of contractors approved for such work. Additionally, the Chamber/Trust would request a formal in-person meeting between the Applicant, Chamber/Trust officials, and staff from the Office of Historic Resources and Department of Public Works Bureau of Engineering to discuss the process in greater depth. Written correspondence to the Chamber/Trust shall be sent to the address that follows: Hollywood Chamber of Commerce, 6255 Sunset Boulevard, Suite 150, Hollywood, CA 90028. Accepting that specific details for removal, storage and, replacement of affected stars and terrazzo shall be determined through coordination with the Chamber/Trust, the following general procedures shall be implemented:

- Photographic and documentary recordation of the location of each Hollywood Walk of Fame star potentially impacted by project construction shall be completed by a qualified architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for Architectural History;
- Prior to any construction or demolition activities that have the potential to damage the sidewalk along Vine Street, each section of sidewalk containing a star that cannot be reasonably protected in place shall be cut and carefully removed [by a qualified restoration contractor] within its respective bronze-bordered square as specifically directed by Chamber/Trust procedures. Each affected star shall be promptly crated and stored, at a secured off-site location;
- Following completion of Project construction, reinstallation of each affected star at its original documented location shall occur within a newly poured, color-matched terrazzo sidewalk [by a qualified restoration contractor] with work completed to the satisfaction of the Chamber/Trust, the Office of Historic Resources, and the Department of Public Works Bureau of Engineering; and

- Excavation and construction activities in the vicinity of the Hollywood Walk of Fame and work conducted by the restoration contractor to remove, store, and replace affected areas of the Hollywood Walk of Fame, shall be monitored by a qualified historic preservation consultant meeting the Secretary of the Interior's Professional Qualification Standards for Architectural History and documented in a monitoring report that shall be provided to the City of Los Angeles, Office of Historic Resources, and the Chamber/Trust.
- **Enforcement Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Office of Historic Resources; the Chamber/Trust; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Office of Historic Resources; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Prior to issuance of building permit
- **Action Indicating Compliance:** Submittal of compliance documentation to the City of Los Angeles Department of Building and Safety and subsequent issuance of applicable building permit

CUL-MM-2: Excavation and shoring have the potential to damage buildings in close proximity to the Project Site; therefore, the following procedures are required for shoring system design and monitoring of excavation, grading, and shoring activities are proposed:

- Excavation and shoring plans and calculations for temporary shoring walls shall be prepared by a California Registered Civil Engineer experienced in the design and construction of shoring systems and hired under the excavation subcontractor. The shoring systems shall be selected and designed in accordance with all current code requirements, industry best practices, and the recommendations of the Project Geotechnical Engineer. Maximum allowable lateral deflections for the Project Site are to be developed by the Project Geotechnical Engineer in consideration of adjacent structures, property, and public rights-of-way. These deflection limits shall be prepared in consideration of protecting adjacent historic resources. The shoring engineer shall produce a shoring design, incorporating tie-backs, soldier piles, walers, etc., that is of sufficient capacity and stiffness to meet or exceed the Project strength and deflection requirements. Calculations shall be prepared by the shoring engineer showing the anticipated lateral deflection of the shoring system and its components and demonstrating that these deflections are within the allowable limits. Where tie-back anchors shall extend across property lines or encroach into the public rights-of-way, appropriate notification and approval procedures shall be followed. The final excavation and shoring plans shall include all appropriate details, material specifications, testing and special inspection requirements and shall be reviewed by the Project Geotechnical Engineer for conformance with the design intent and submitted to LADBS for

review and approval during the Grading Permit application submission. The Project Geotechnical Engineer shall provide on-site observation during the excavation and shoring work.

- The general contractor shall hire a California Registered Professional Engineer or California Professional Land Surveyor to prepare an Adjacent Structures Construction Monitoring Plan, subject to review and approval by LADBS, prior to initiation of any excavation, grading, or shoring activities to ensure the protection of adjacent historic resources from damage due to settlement during construction and excavation. The Adjacent Structures Construction Monitoring Plan shall be carried out by a California Professional Land Surveyor and establish survey monuments and document and record through any necessary means, including video, photography, survey, etc. the initial positions of adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. to form a baseline for determining settlement or deformation. Upon installation of soldier piles, survey monuments shall be affixed to the tops of representative piles so that deflection can be measured. The shored excavation and adjacent structures, sidewalks, buildings, utilities, facades, cracks, etc. shall be visually inspected each day. Survey monuments shall be measured at critical stages of dewatering, excavation, shoring, and construction but shall not occur less frequently than once every 30 days. Reports shall be prepared by the California Professional Land Surveyor documenting the movement monitoring results.
 - Appropriate parties shall be notified immediately and corrective steps shall be identified and implemented if movement exceeds predetermined thresholds, calculated amounts, or if new cracks, distress, or other damage are observed in adjacent structures, sidewalks, buildings, utilities, façades, etc. In the event that settlement due to excavation or construction activity causes damage requiring repairs to the historic features of adjacent historic buildings, (specifically the Capitol Records Building, the Gogerty Building, Pantages Theatre, Avalon Hollywood, and 6316-24 Yucca Street/Art Deco Building storefront), that work shall be performed in consultation with a qualified preservation consultant and in accordance with the California Historical Building Code and the Secretary of the Interior's Standards, as appropriate.
 - Foundation systems are to be designed in accordance with all applicable loading requirements, including seismic, wind, settlement, and hydrostatic loads, as determined by the California Building Code and in accordance with the recommendations provided by the Project Geotechnical Engineer. Foundation systems are anticipated to consist of cast-in-place concrete mat foundations supported by cast-in-place concrete drilled shaft or auger cast piles. Driven piles shall not be used.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-construction

- **Monitoring Frequency:** At Project plan check prior to issuance of building permit
- **Action Indicating Compliance:** Submittal of compliance documentation to City of Los Angeles Department of Building and Safety and subsequent issuance of applicable building permit

CUL-MM-3: Prior to issuance of a grading permit and prior to the start of any ground-disturbing activity, 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, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the Project Site. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), 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, Archaeological Sensitivity Training shall be given for construction personnel. The training session shall be carried out by the Qualified Archaeologist and shall 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
- **Monitoring Frequency:** Prior to issuance of a demolition or grading permit
- **Action Indicating Compliance:** Issuance of demolition or grading permit

CUL-MM-4: 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. A 50-foot buffer within which construction activities shall not be allowed to continue shall be established by the Qualified Archaeologist around the find. 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, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and 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, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, 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

CUL-MM-5: Prior to the release of the grading bond, the Qualified Archaeologist shall prepare 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 and CEQA. The report and the Site Forms shall be submitted by the 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; City of Los Angeles Department of Building and Safety
- **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

d) Geology and Soils

Mitigation Measures

GEO-MM-1: A Qualified Paleontologist meeting the SVP Standards (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

- **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; Periodic during construction activities
- **Action Indicating Compliance:** Issuance of demolition or grading permit; Compliance report by Qualified Paleontologist

GEO-MM-2: The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

- **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:** Prior to issuance of demolition or grading permit
- **Action Indicating Compliance:** Issuance of demolition or grading permit

GEO-MM-3: Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high

sensitivity for encountering paleontological resources. Depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

- **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:** Periodic
- **Action Indicating Compliance:** Compliance report by Qualified Paleontologist

e) Greenhouse Gas Emissions

Project Design Features

See Project Design Feature WS-PDF-1 (Water Conservation Features) below.

GHG-PDF-1: Green Building Features. The Project will achieve the USGBC LEED Gold Certification and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. A summary of key green building and LEED measures are provided below:

- The Project will incorporate heat island reduction strategies for 50 percent of the Project Site hardscapes or provide 100 percent structured parking and incorporate heat island reduction strategies for the Project roof areas.
- The Project will promote alternatives to conventionally fueled automobiles by designating a minimum of 8 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for a minimum of 30 percent of the Code-required parking spaces, with

10 percent of the Code-required spaces further improved with electric vehicle charging stations.

- The Project will optimize building energy performance with a 20 percent reduction from the LEED Version 4 (v4) baseline consistent with LEED requirements (equivalent to approximately 11.6 percent reduction from the 2016 Title 24 standards).
- The Project will reduce water consumption by 40 percent for indoor water and 100 percent for outdoor water from the LEED v4 usage baseline. The reductions would be achieved through potential strategies such as the installation of water efficient fixtures that exceed applicable standards and water efficient landscaping.
- **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; Operation
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permit; Once after completion of LEED Gold Certification commissioning activities
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Post-construction documentation that indicates the Project operates within the expected parameters to achieve the number of points required for LEED Gold Certification; Issuance of Certificate of Occupancy

f) Hazards and Hazardous Materials

See Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan) below.

Mitigation Measures

HAZ-MM-1: Soil Management Plan. The Project Applicant shall retain a qualified environmental consultant to prepare a Soils Management Plan (SMP), which shall be submitted to the Los Angeles Department of Building and Safety (LADBS) for review and approval prior to the commencement of excavation and grading activities. The SMP shall establish policy and requirements for the management and disposal of soils, as well as for any steel structures, including USTs, should they be encountered, during soil-disturbing activities performed at the Project Site (i.e., excavation, grading, trenching, utility installation or repair, and other human activities) that may disturb potentially contaminated soils. The SMP shall describe specific soil- and UST-handling controls required to comply with federal, state, and local, overseeing agencies; prevent unacceptable exposure to contaminated soils or vapors during construction; and prevent the improper disposal of contaminated soils or steel structures.

- **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 (during soil-disturbing activities)
- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading permit; Ongoing with periodic field inspections during construction if impacted material is discovered
- **Action Indicating Compliance:** Issuance of grading permit; Field inspection signoff

g) Noise

Project Design Features

See Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan) below.

NOI-PDF-1: Impact Pile Driving and Blasting Prohibitions. The Project will not use or allow impact pile drivers and will not require or 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

NOI-PDF-2: Construction Power Sources. Electricity from power poles, where power poles are available, and/or solar-powered generators rather than temporary diesel or gasoline generators will be used during construction. If diesel- or gasoline-powered generators are used, such equipment will be located at least 100 feet away from off-site sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible, and flexible sound control curtains will be placed around the equipment when in use.

- **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

NOI-PDF-3: Outdoor Performance Sound Restrictions. The Project will not require or allow operation of an amplified sound system in the outdoor plaza areas for performances, including the East Site Level 1 Performance Stage. Acoustic performances or ambient music speakers with prerecorded, low-level, background music on the East Site Level 1 Performance Stage will be limited to a sound level equivalent to 85 dBA measured at 25 feet from the performers. Compliance with this performance standard will be ensured through pre-performance noise tests/measurements for performances or

ambient music speakers with potential to exceed the sound level, along with any necessary adjustments to the location and nature of proposed performances or ambient music speakers. Ambient music speakers for use on the Amenity Decks (Level 2) on both the East Site and the West Site will be downward or inward facing and used for background music only.

- **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:** Ongoing during Project operation
- **Action Indicating Compliance:** Field inspection signoff

NOI-PDF-4: Emergency Generators. Emergency generators will be designed to meet the requirements of LAMC Chapter XI, Section 112.02. Section 112.02 of the LAMC requires that any mechanical system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

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

Mitigation Measures

NOI-MM-1: Setback Distances and Boundary Noise Curtains. Noise and vibration construction equipment whose specific location on the Project Site may be flexible (e.g., compressors and generators) shall be located away from the nearest off-site sensitive land uses (at least 100 feet away), or natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such equipment towards these land uses. Even with natural and/or manmade barriers, in no case shall fixed stationary equipment, stockpiling of construction materials, equipment warm-up areas, water tanks, and equipment storage areas be within 40 feet from the property line of off-site historic buildings. If manmade barriers are to be used, the contractor shall be required to use temporary construction noise barriers, such as sound deadening blankets or curtains, with a height up to 20 feet above ground that shall achieve a performance standard of a minimum 12-dBA insertion loss along the Project Site's boundary where significantly impacted noise-sensitive land uses are within 500 feet of the Project Site. The temporary construction noise barriers shall be installed on or around the Project Site

perimeter and/or along soldier piles that shall be drilled and cast in place during shoring activities. Open access points or gates leading to street frontages, including along Ivar Avenue, Vine Street, and Argyle Avenue, shall be permissible to allow for adequate and safe worker, vehicle, and equipment access to the construction area. The temporary construction noise barriers installed on or around the soldier piles shall remain in-place during ground disturbance activities until exterior vertical building construction commences, when the use of on-site noise-generating heavy-duty construction 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 prior to building permit; Once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Field inspection signoff

NOI-MM-2: Equipment Noise Shielding, Mufflers, and Stationary Curtains. The Project contractor shall use power construction equipment with factory-installed noise shielding and muffling devices. In addition, no impact pile driving shall be utilized; augured, or drilled piles are permitted. Flexible sound control curtains that achieve a performance standard of a minimum 12-dBA insertion loss with appropriate open access points or gates to allow for adequate and safe worker, vehicle, and equipment access shall be placed around all drilling apparatuses, drill rigs, stationary concrete pumps, stationary generators, and jackhammers when in use.

- **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

NOI-MM-3: Construction Liaison. A construction liaison shall be provided to inform the nearby receptors 1, 3, and 5 through 13 when peak noise and vibration activities are scheduled to occur. Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to these receptor properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. The construction liaison shall coordinate with the owner/operator of the Pantages Theatre to minimize disruptions to performances during the performance times starting at 8:00 p.m., Tuesday through Saturday, and 2:00 p.m. on Saturday afternoon from Project construction noise and vibration near the Pantages Theater.

- **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

NOI-MM-4: Vibration Monitoring. The Applicant shall perform structural vibration monitoring during Project construction as follows:

- a) Prior to start of construction, the Applicant shall retain the services of a licensed building inspector or structural engineer, or other qualified professional as approved by the City, to visit the following buildings, which are located either on-site or immediately adjacent to the Project Site, to inspect and document (video and/or photographic) the apparent physical condition of the building's readily-visible features. This includes both historic buildings and non-historic buildings in proximity to the Project Site. For the historic buildings listed below, inspection and documentation shall also be carried out by and in coordination with a qualified preservation consultant. The non-historic buildings are as follows:

- AMDA Vine Building
- Argyle House
- Single-story commercial building at 1718 N. Vine Street (if this building has been issue demolition permits or has already been demolished as part of Related Project No. 2, the provisions of this mitigation measure do not apply to this structure)

The historic buildings are as follows:

- Capitol Records Building (on-site)
- Gogerty Building (on-site)
- Pantages Theatre (off-site)
- Avalon Hollywood (off-site)
- 6316-24 Yucca Street/Art Deco Building Storefront (off-site)

- b) The Applicant shall retain the services of a qualified acoustical engineer and/or structural engineer to develop and implement a vibration monitoring program during the site demolition and grading/excavation, capable of documenting the construction-related ground vibration levels at the buildings listed above. The vibration monitoring systems shall be placed at receptor building façades closest to Project construction activity or placed at a representative location if a receptor building façade is not accessible and shall continuously measure (in vertical and horizontal directions) and store the peak particle velocity (PPV) in inch/second.

The systems shall also be programmed for two preset velocity levels: a warning level of 0.09 inch/second (PPV) for the off-site historic structures, 0.15 inch/second (PPV) for the single-story commercial building at 1718 N. Vine Street (not required if this building has been issued demolition permits or has already been demolished as part of Related Project No. 2), 0.25 inch/second (PPV) for the AMDA Vine Building, and 0.45 inch/second (PPV) for the Capitol Records Building, Gogerty Building, and the Argyle House and a regulatory level of 0.12 inch/second (PPV) for the off-site historic structures, 0.2 inch/second (PPV) for the single-story commercial building at 1718 N. Vine Street (not required if this building has been issued demolition permits or has already been demolished as part of Related Project No. 2), 0.30 inch/second (PPV) for the AMDA Vine Building, and 0.50 inch/second (PPV) for the Capitol Records Building, Gogerty Building, and the Argyle House. In cases where a receptor building façade is not accessible, the two preset velocity levels shall be programmed at equivalent levels based on distance and soil characteristics that affect vibration transmission over that distance. The systems shall also provide real-time alert when the vibration levels exceed the two preset levels. The noise and vibration monitoring program shall include a description of the monitoring equipment specifications, calibration certificates, exact monitoring locations (which shall be coordinated with the property owners for the buildings listed in “a.” above), and protocols for data collection, reporting, alerting, maintenance and calibration, and unplanned outage. Selected monitoring systems shall be capable of unmanned operation during periods of on-site Project construction activity, with internal storage and remote data download. Systems shall be capable of measuring the inch/second PPV in all three axes (vertical and two horizontal) simultaneously. The monitoring program shall specify the protocols for threshold exceedance, including, but not be limited to, which personnel are designated to receive alerts, how the alerts shall be sent (text message, email, etc.), and how the vibration event shall be documented and reported. The program shall include regular reporting no less frequently than weekly.

- c) The vibration monitoring program shall be submitted, for review and approval to the Department of Building and Safety, prior to initiating any construction activities.
- d) In the event the warning level (i.e., 0.09, 0.15, 0.25, and 0.45 inch/second [PPV], or equivalent levels) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to staggering concurrent vibration-generating construction activities (if doing so would not pose a safety risk to personnel or damage risk to buildings or facilities) and utilizing lower vibratory techniques.
- e) In the event the regulatory level (i.e., 0.12, 0.20, 0.30, and 0.50 inch/second [PPV], or equivalent levels) is triggered, the contractor shall identify the source of vibration generation and implement feasible steps identified in Item “d” above to reduce the vibration level from construction activities to avoid or minimize damage

from construction activities in the vicinity of the building. The contractor shall visually inspect the building for any damage. Results of the inspection must be logged.

- f) In the event damage occurs to the historic features of historic buildings due to construction vibration, such features/materials shall be repaired in consultation with a qualified preservation consultant, and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check; Periodic field inspections; Prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable demolition or building permit; Issuance of Certificate of Occupancy; Field inspection sign-offs

h) Fire Protection

See Project Design Features TRAF-PDF-2 (Construction Traffic Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan) below.

i) Police Protection

Project Design Features

See Project Design Features TRAF-PDF-2 (Construction Traffic Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan) below.

POL-PDF-1: Security Features During Construction. Private security personnel will monitor vehicle and pedestrian access to the construction areas and patrol the Project Site, construction fencing with gated and locked entry will be installed around the perimeter of the construction site, and security lighting will be provided in and around the construction site.

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

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

- a. Installing and utilizing a 24-hour security camera network throughout the underground and above-ground parking garages, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. All security camera footage will be maintained for at least 30 days, and such footage will be provided to the LAPD, as needed.
 - b. Full-time security personnel. Duties of the security personnel will include, but would not be limited to, assisting residents and visitors with Project Site access, monitoring entrances and exits of buildings, and managing and monitoring fire/life/safety systems.
 - c. Staff training and building access/design to assist in crime prevention efforts and to reduce the demand for police protection services.
 - d. Controlled access to all housing units, hotel areas, and residential common open space areas through the use of key cards, site security and/or other means, as appropriate.
 - e. Maintenance of unrestricted access to commercial/restaurant uses, publicly accessible open space areas, and the paseo during business hours, with public access (except for authorized persons) prohibited after the businesses have closed via the use of gates, signage security patrols and/or other means determined appropriate.
 - f. Lighting of entryways, publicly accessible areas, and common building and open space areas associated with the housing units and hotel rooms for security purposes.
 - g. Regarding public events in the open space areas, following event completion and attendee dispersal, barricades to be placed on the stages, and regularly scheduled security patrols, as well as camera surveillance, to reduce the potential for undesirable activities within the publicly accessible open space.
- **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

j) Transportation

Project Design Features

TRAF-PDF-1: Transportation Demand Management (TDM) Program. The Applicant will implement a TDM Program aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The TDM Program will be subject to review and approval by the Los Angeles Department of City Planning and LADOT. The exact measures to be implemented will be determined when the Program is prepared, prior to issuance of a final certificate of occupancy for the Project. The strategies in the TDM Program will include, but are not necessarily limited to:

Parking

- Unbundle residential parking and price according to market rate
- Unbundle commercial parking coupled with pricing workplace parking and parking cash-out
- Contribute to LADOT Express Park program to upgrade local parking meter technology
- Daily parking discount for Metro Commuters

Transit

- Provide a location on-site at which to purchase Metro passes and display bus information
- Transit subsidies (available to residents and commercial employees) up to 50 percent of the cost of a monthly pass
- Provide parking spaces for monthly lease to non-resident Metro park-and-ride users
- Provide discounted daily parking to non-resident Metro transit pass holders
- Immediately adjacent Metro bus stop upgrades, which could include, but not limited to, street furniture, signage, and/or other transit-related information

Commute Trip Reductions

- Commute trip reduction program:
 - Rideshare (carpool/vanpool) matching and preferential parking
 - Guaranteed ride home (e.g., monthly Uber/Lyft/taxi reimbursement)
 - Encourage alternative work schedules and telecommuting for project residents
 - Business center/work center for residents working at home

Shared Mobility

- On-site car share
- Rideshare matching
- On-site bike share station with subsidized or free membership (residents, employees); on-site guest bike share service (hotel) (if/when public bike share comes to Hollywood)
- Coordination with LADOT Mobility Hub program

Bicycle Infrastructure

- Develop a bicycle amenities plan
- Bicycle parking (indoors and outdoors)
- Bike lockers, showers, and repair station
- Convenient access to on-site bicycle facilities (e.g., wayfinding, etc.)
- Contribution towards City's Bicycle Plan Trust Fund

Site Design

- Integrated pedestrian network within and adjacent to site (e.g., transit-, bike-, pedestrian-friendly)
- External and internal multimodal wayfinding signage

Education & Encouragement

- Transportation information center, kiosks and/or other on-site measures, such as providing a Tenant Welcome Package (i.e., all new residents receive information on available alternative modes and ways to access destinations)
- Tech-enabled mobility: incorporating commute planning, on-demand rideshare matching, shared-ride reservations, real-time traffic/transit information, push notifications about transportation choices, interactive transit screens, etc.
- Marketing and promotions (including digital gamification – participants can log trips for prizes, promotions, discounts for local merchants, incentives, etc.)

Management

- On-site TDM Program coordinator and administrative support
- Conduct user surveys
- Join future Hollywood Transportation Management Organization (TMO)

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction; Operation
- **Monitoring Frequency:** Once prior to issuance of building permit; Periodic field inspections
- **Action Indicating Compliance:** Approval of Transportation Demand Management Program from the City of Los Angeles Department of City Planning and Los Angeles Department of Transportation prior to issuance of building permit; Issuance of Certificate of Occupancy; Field inspection sign-offs

TRAF-PDF-2: Construction Traffic Management Plan. Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan (CMP), including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction-related project representatives (i.e., construction contractors), whose projects will potentially be under construction at around the same time as the Project, will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The CMP will include, but not be limited to, the following elements as appropriate:

- As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off Ivar Avenue, Vine Street, and Argyle Avenue.

- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or travel lane closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- **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

TRAF-PDF-3: Construction Worker Parking Plan. The Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan will identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Construction workers will not be permitted to park on street.
- All construction contractors will be provided with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.
- **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 Worker Parking Plan from the Los Angeles Department of Transportation prior to issuance of building permit; Field inspection signoffs

k) Water Supply

Project Design Features

See Project Design Feature TRAF-PDF-2 (Construction Traffic Management Plan) above.

WS-PDF-1: Water Conservation Features. The Project will provide the following specific water efficiency features:

- ENERGY STAR Certified Residential Clothes Washers – Front-loading, capacity of 4.5 cubic feet, with Integrated Water Factor of 2.8.
- ENERGY STAR Certified Commercial Clothes Washers – Front-loading, capacity of 4.5 cubic feet, with Integrated Water Factor of 2.8.
- ENERGY STAR Certified Residential Dishwashers – Standard with 3.2 gallons/cycle.
- High-Efficiency Toilets (dual flush) with a flush volume of 0.8 gallons per flush for liquid waste and 1.28 gallons per flush for solid waste. Per Ordinance No. 180,822, Section 125,02, the toilets would have an effective flush volume of 0.96 gallons per flush.
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.
- Landscaping – Approximately 52 percent of the total proposed landscaping is classified as low water use. Approximately 18 percent of the total proposed landscaping is classified as very low water use, which is considered drought-tolerant enough to require no irrigation by Model Water Efficient Landscape Ordinance.
- Leak Detection System for swimming pools and Jacuzzi.
- Overhead spray (8 percent) and drip irrigation (92 percent) for landscaped areas.
- Pool splash troughs around the perimeter that drain back into the pool.
- Proper Hydro-zoning/Zoned Irrigation.
- Reuse pool backwash water for irrigation.
- Water-Saving Pool Filter.
- Waterless urinals for commercial uses
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction; Operation

- **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

I) Energy Conservation and Infrastructure

See Project Design Features GHG-PDF-1 (Green Building Features) and WS-PDF-1 (Water Conservation Features) above.