CHAPTER 3 – REVISIONS, CLARIFICATIONS, AND CORRECTIONS TO THE DRAFT EIR

In accordance with CEQA Guidelines Section 15132(a), this chapter of the Final EIR provides revisions, clarifications, and corrections to the Draft EIR that have been made to clarify, correct, or supplement the information provided in that document. These revisions, clarifications, and corrections are the result of the responses to public and agency comments received on the Draft EIR, new information that has become available since publication of the Draft EIR, or due to recognition of inadvertent errors or omissions. The revisions, clarifications, and corrections provided in this chapter do not add significant new information or support a conclusion that the Project would result in new or substantially more severe significant environmental impacts as compared to those disclosed in the circulated Draft EIR.

More specifically, 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 (refer to PRC Section 21092.1 and CEQA Guidelines Section 15088.5) but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states the following:

> *New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. 'Significant new information' requiring recirculation includes, for example, a disclosure showing that:*
>
> - *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
> - *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
> - *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
> - *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that "[re]circulation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR... A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record."

As demonstrated in this Final EIR, the changes presented in this chapter do not constitute new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

The supplementary information to the Draft EIR is indicated below under the respective EIR section heading, page number, paragraph, and the line within the referenced paragraph. Deletions are shown with ~~strikethrough~~ and additions are shown with double underline. Existing text to remain unchanged is included as plain text, without strikethrough or double underlines, to provide context for the revisions, clarifications, and corrections.

Executive Summary

The revisions, clarifications, or corrections for the Draft EIR sections described below also apply to the executive summary of the Draft EIR.

Chapter II. Project Description

1. Page II-9, the first sentence in the second paragraph under Subsection II.4, Existing Project Site Conditions, is revised as follows:

The West Site slopes down from northwest to southeast, and ~~Both~~ the ~~West and~~ East Site~~s~~ slope down from northeast to southwest with elevations ranging from approximately 404 feet above mean sea level (amsl) to 383 feet amsl (i.e., a grade change of approximately 21 feet).

2. Page II-10, the last sentence in the last paragraph, which extends to the first paragraph on page II-11, is revised as follows:

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, 5546-030-032, 5546-030-033, and 5546-030-034 to a 3:1 FAR; and the corner lot on the southeast corner of Yucca Street and ~~Vine Street~~ Ivar Avenue, with APN ~~5546-030-032~~ 5546-004-032, to a 2:1 FAR.

3. Page II-14, the shown row in Table II-1 is revised as follows:

Site Area (Post-Dedication)[a]	~~83,792~~ 79,632 sf	~~117,179~~ 121,339 sf	200,971 sf (4.61 acres)

4. Page II-16, footnotes “a” and “d” in Table II-1 are revised as follows:

[a] Post-dedication square footage is calculated with the inclusion of the ~~1,312~~ 1,313-square-foot East Site Alley Merger and the 5,163-square-foot sidewalk merger (along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street) area.

~~[d] As stated further below under Section 8, Anticipated Project Approvals, the Project is requesting a Conditional Use Permit pursuant to LAMC Section 12.24 W.19 for a unified development to allow FARFAR averaging and residential density transfer between the East Site and the West Site. This would allow for the Project to park more on one-site to meet the total vehicular parking requirements.~~

5. Page II-17, the first full paragraph is revised as follows:

The Project would have a maximum FAR of 6.973:1,[1] which includes 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). The maximum developable floor area for the Project Site would be 1,401,453 square feet. ~~The Project is requesting a Conditional Use Permit pursuant to LAMC Section 12.24 W.19 for a unified development to allow FAR averaging and residential density transfer between the East Site and the West Site. As the East Site is larger than the West Site, the West Site would be the recipient of the proposed averaging of floor area and residential density.~~ The West Site would utilize approximately ~~64,300~~ 93,309 square feet of floor area from the East Site, which would permit an additional ~~97 to 98~~ 119 units on the ~~East~~ West Site.

6. Page II-36, the third sentence in the last paragraph is revised as follows:

Depending upon negotiations on use of the space, the East Site’s open space area may be reduced by up to ~~5,995~~ 2,657 square feet and redesigned to accommodate Capitol Records and/or to comply with the lease.

7. Page II-40, the shown row in Table II-2 is revised as follows:

Site Area (Post-Dedication)[a]	~~83,792~~ 79,632 sf	~~117,179~~ 121,339 sf	200,971 sf (4.61 acres)

8. Page II-41, footnote “a” in Table II-2 is revised as follows:

Gross square footage is calculated with the inclusion of the 1,313 square-foot East Site Alley Merger and the 5,163-square-foot sidewalk merger (along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street) area.

[1] With the removal of the D Limitation, the maximum permitted FAR for the Project Site would be 6.0:1. By setting aside at least 11 percent of the total residential units for Extremely Low and/or Very Low Income households, the Project would be eligible for an 8.1:1 FAR. The Applicant requests up to 7.0:1 FAR.

9. The Draft EIR cites that a proposed signal would be located at the intersection of Argyle Avenue and Carlos Avenue. The portion of Carlos Avenue, as referenced in the Draft EIR, is not a public street and is a private alley owned by Eastown. A small sign located at the entrance of the alley from Argyle Avenue states that the alley is named "James M. Nederlander Way, Private Drive Residents Only." References to Carlos Avenue have been revised to be James M. Nederlander Way. Google Maps, Google Earth, and Bing Maps each identify the driveway as Carlos Avenue, but the correct identification is James M. Nederlander Way. Any other references to Carlos Avenue in the Draft EIR should be revised to reflect James M. Nederlander Way. Page II-64, the fourth and fifth sentences in the first paragraph is revised as follows:

Access to all subterranean levels (B1 through B5) of the parking garage would be provided from the northern Argyle Avenue driveway located directly opposite of ~~Carlos Avenue~~ James M. Nederlander Way and north of the existing alley. This four-way intersection at Argyle Avenue and ~~Carlos Avenues~~ James M. Nederlander Way would be signalized and provide a pedestrian crossing across Argyle Avenue.

10. Page II-70, the first sentence in the last paragraph is revised as follows:

Construction of the Project would begin as early as 2021 and commence on the West Site or the East Site.

11. Pages II-71, the last paragraph is revised as follows:

The sequential and overlapping construction scenarios are shown graphically in **Figure II-30**, *Project Construction Scenarios*. In the overlapping construction scenario with the West Site commencing construction first, the East Site's Site Preparation, Utilities/Trenching and Grading/Excavation phases would overlap construction activities on the ~~with~~ West Site starting with the West Site's Building Construction phase. There would be no overlap of the East Site construction during grading/excavation of the West Site. In the overlapping construction scenario with the East Site commencing construction first, the West Site's Demolition, Site Preparation, Utilities/Trenching and Grading/Excavation phases would overlap construction activities on the East Site starting with the East Site's Building Construction phase. There would be no overlap of the West Site construction during grading/excavation of the East Site. In ~~the~~ either overlapping construction scenario, construction could be completed in approximately 4.5 years (beginning 2021 and completed in 2025). In the sequential construction scenario in which the two sites are built one after another with no overlap, construction of the Project would be completed in under approximately seven years (beginning in 2021 and completed in 2027).[16] In either scenario, buildout of the West Site or the East Site (whichever Site commences construction first) is anticipated to be in 2024.

12. Pages II-74 and II-75, Subsection II.8, Anticipated Project Approvals, are revised as follows:

Discretionary entitlements, reviews, and approvals required for implementation of the project would include, but not necessarily be limited to, the following:

~~1. Pursuant to LAMC Section 12.32 F & Q, a Vesting Zone Change from C4-2-SN to C2-2-SN.~~

~~2. Pursuant to LAMC Section 12.32 F, a Height District Change for the Project Site to remove the D Limitation to allow a 7.0:1 FAR.~~

~~3. Pursuant to LAMC Section 11.5.11(e) and California Government Code Section 65915(k) or the Applicable Housing Incentive Program, one (1) incentive, concession, reduction, or modification of zoning code requirements to provide for affordable housing costs as follows:~~

- ~~A floor area bonus (35 percent from 6:1 FAR base) to allow additional floor area up to 7:1 FAR; and~~
- ~~The floor area of any residential balconies and terraces may be excluded for purposes of calculating the buildable floor area.~~

1. Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review, reserving at least 11 percent of the Project's units for Very Low Income Households, seeking the following incentives and waivers:

   a. An On-Menu Incentive to permit a 35-percent increase in the maximum allowable floor area ratio (FAR) from 2:1 to 2.7:1 (for portions of Project Site located at the corner lot on the southeast corner of Yucca Street and Ivar Avenue and associated with APN 5546-004-032); and from 3:1 to 4.05:1 FAR (for the balance of the Project Site).

   b. An Off-Menu Incentive to allow FAR and density averaging for a Housing Development Project located at non-contiguous lots.

   c. A Waiver of Development Standards to permit a 7:1 FAR averaged across the Project Site.

   d. A Waiver of Development Standards to permit the floor area of any residential balconies and terraces to be excluded for purposes of calculating the total floor area, as applicable.

4 2. Pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption within 12 establishments.

~~5. Pursuant to LAMC Section 12.24 W.19, a Conditional Use Permit for a unified development to allow Floor Area Ratio (FAR) averaging and residential density transfer between the East and the West Sites.~~

~~6~~ 3. Pursuant to LAMC Section 16.05, Site Plan Review for a development that results in an increase of 50 or more dwelling units and/or guest rooms or generates more than 1,000 average daily trips.

~~7~~ 4. Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map No. 82152 to allow the merger of 16 existing lots and the subsequent re-subdivision of a 4.61~~3~~-acre site into three (3) ground lots and 35 airspace lots for a total of 38 lots; the merger of an alley to add 1,313 square feet to the Project Site; ~~and~~ the merger of portions along the sidewalk of Yucca Street, Argyle Avenue, and both sides of Vine Street to add 5,163 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.

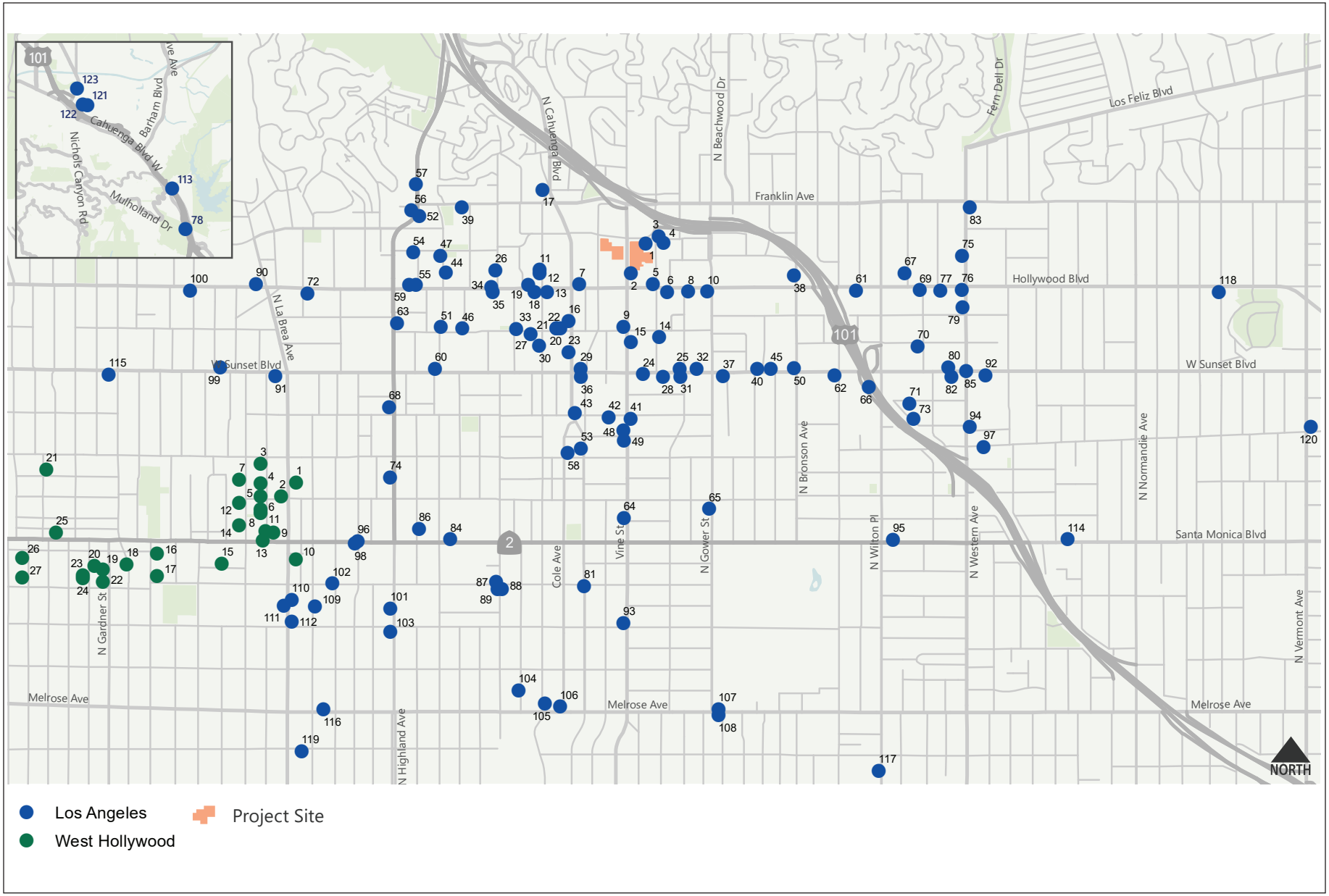
~~8~~ 5. Pursuant to California Government Code Sections 65864 through 65869.5, a Development Agreement between the Applicant and the City of Los Angeles ~~(anticipated to extend through 2040)~~.

Chapter III. Environmental Setting

1. Page III-2, the first sentence in the third paragraph under is revised as follows:

The West Site slopes down from northwest to southeast, and ~~Both~~ the ~~West and~~ East Site~~s~~ slope down from northeast to southwest with elevations ranging from approximately 404 feet above mean sea level (amsl) to 383 feet amsl (i.e., a grade change of approximately 21 feet).

2. Page III-18, Figure III-1 is revised as follows:



D170105.00

SOURCE: Fehr & Peers, 2020

Hollywood Center Project

Revised Figure III-1
Related Projects Map

Chapter IV. Environmental Impact Analysis

Section IV.A, Aesthetics

1. Page IV.A-1, the last sentence of the first paragraph is revised as follows:

~~However, ZI No. 2452 requires that projects in transit priority areas (TPA) be evaluated for consistency with relevant City land use plans and regulations governing scenic quality.~~

2. Page IV.A-6, the third sentence in the last paragraph and the corresponding footnote are revised as follows:

The land use regulations in the Redevelopment Plan remain in effect and continue to be administered by the ~~CRA/LA~~ City.[12]

Footnote 12: CRA/LA, Memorandum dated June 12, ~~2102~~ 2012, Attachment A, Resolution No. 16, adopted June 21, 2012.

3. Page IV.A-25, the second sentence in the last paragraph is revised as follows:

Therefore, pursuant to PRC Section 21099(d)(1) and ZI No. 2452, aesthetic impacts on the environment~~, other than those related to historical resources, and consistency with regulations that govern scenic quality,~~ are not considered significant.

4. Page IV.A-27, the third sentence of the first full paragraph is revised as follows:

~~The CEQA Guidelines allow that projects in urbanized areas need not evaluate visual character and quality, but must show consistency with zoning and regulations that govern scenic quality.~~

5. Page IV.A-57, the last paragraph, which extends to the first paragraph on page IV.A-58, is revised as follows:

The Project must comply with lighting regulations that govern the orientation and intensity of outdoor lighting, such as illuminated signage, pursuant to LAMC Section 14.4.4 E, and the intensity of exterior lighting at windows and decks of off-site, adjacent residential units, or residential outdoor spaces used for recreational purposes, pursuant to LAMC Section 93.0117(b). However, the determination of compliance is a City police action and is outside the requirements of CEQA for inclusion in the Draft EIR. Respectively, a plan for any new street lighting would be submitted to and must be approved by the Bureau of Street Lighting to ensure that adjacent properties, such as adjacent, off-site residential uses would not be adversely impacted in accordance with City standards.

6. Page IV.A-59, the second paragraph is revised as follows:

Therefore, the Project or the Project with the East Site Hotel Option would not conflict with LAMC lighting regulations, tree replacement regulations, the HSSUD, or the Community Plan's Objective 7 to preserve Hollywood's open space resources. Further, pursuant to PRC Section 21099(d)(1) and ZI No. 2452, scenic resource impacts of a residential mixed-use or employment center project located within a TPA shall not be considered significant impacts on the environment. ~~Therefore, impacts with respect to conflicting with regulations that govern scenic quality would be less than significant.~~

7. Page IV.A-59, the first sentence under (2) Mitigation Measures is revised as follows:

Impacts related to conflicts with applicable zoning and other regulations governing scenic quality were determined to be ~~less than~~ not significant.

8. Page IV.A-59, the paragraph under (3) Level of Significance After Mitigation is revised as follows:

Impacts related to conflicts with applicable zoning and other regulations governing scenic quality were determined to be ~~less than~~ not significant. Therefore, no mitigation measures were required or included, and the impact level remains ~~less than~~ not significant.

Section IV.B, Air Quality

1. Page IV.B-24, the eighth sentence in the first paragraph is revised and new text and footnote are added as follows:

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table IV.B-2**, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the Air Basin for each criteria pollutant with respect to the ~~State standards~~ NAAQS and CAAQS. The USEPA classifies ozone nonattainment areas based on the severity of their ozone problem, with the 'extreme' classification as the most severe. For the federal 2015 ozone standard of 0.070 parts per million (ppm) (8-hour average), the 'extreme' classification is for areas that have a design value of 0.163 ppm (8-hour average) and above.[78] The Air Basin is currently in extreme non-attainment for O_3 under the NAAQS.

New Footnote 78: U.S. Environmental Protection Agency, Ozone Designation and Classification Information, https://www.epa.gov/green-book/ozone-designation-and-classification-information, accessed June 23, 2020.

2. Page IV.B-38, the first bullet in the last paragraph is revised as follows:

- Overlapping Construction Scenario: A construction scenario where construction of the West and East Sites have some overlap (overlapping scenario, with shorter overall construction duration). Under the overlapping construction scenario, with the West Site commencing construction first, the utilities/trenching, site preparation, and grading/excavation phases could begin on the East Site, while the West Site is in the building construction phase. With the East Site commencing construction first, the demolition and utilities/trenching phases followed by site preparation and grading/excavation phases could begin on the West Site, while the East Site is in the building construction phase. ~~the Utilities/Trenching, Site Preparation, and early Grading/Excavation phases could begin on the East Site while the West Site is in the Building Construction phase.~~ In this overlapping construction scenario, construction could be completed in approximately 4.5 years (beginning in 2021 and completion in 2025).

3. Page IV.B-55, the first full paragraph is revised as follows:

The results of the criteria pollutant calculations are presented in **Table IV.B-5**, *Estimated Maximum Regional Construction Emissions for Project under the Overlapping Construction Scenario – West Site First Scenario* and **Table IV.B-5A**, *Estimated Maximum Regional Construction Emissions for Project under the Overlapping Construction Scenario – East Site First Scenario*. The calculations in Table IV.B-5 and Table IV.B-5A incorporate 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).

4. Page IV.B-55 and IV.B-56, the title and shown rows in Table IV.B-5 are revised as follows:

TABLE IV.B-5
ESTIMATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS FOR THE PROJECT UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – WEST SITE FIRST SCENARIO (POUNDS PER DAY)[a]

Overlapping Phases						
West: Building Construction + Architectural Coatings + Paving (2023) East: Building Construction (2023)	21	~~72~~ 71	~~102~~ 99	0.3	18	7
Maximum Daily Emissions	32	**132**	~~102~~ 99	0.5	20	8

5. Page IV.B-56, Table IV.B-5A is inserted as follows:

TABLE IV.B-5A
ESTIMATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	VOC	NO_x	CO	SO_2	PM10[b]	PM2.5[b]
Overlapping Phases						
East Site: Site Preparation + Utilities/Trenching + Grading (2021)	7	**121**	60	0.3	13	6
East Site: Grading/Excavation (2021)	5	86	40	0.3	10	4
East Site: Foundations/Concrete Pour (2021)	2	23	22	0.1	4	2
East: Building Construction (2022) West: Demolition + Site Preparation + Utilities/Trenching (2022)	7	79	79	0.3	13	5
East: Building Construction (2022) West: Demolition + Site Preparation + Grading/Excavation (2022)	9	**131**	104	0.5	21	8
East: Building Construction (2022) West: Grading/Excavation (2022)	6	94	77	0.4	17	6
East: Building Construction + Architectural Coating (2022) West: Grading/Excavation (2022)	19	93	80	0.4	17	6
East: Building Construction + Architectural Coating (2022) West: Foundations/Concrete Pour (2022)	18	45	65	0.2	12	5
East: Building Construction + Architectural Coating (2023) West: Foundations/Concrete Pour (2023)	17	47	67	0.2	13	5
East: Building Construction + Architectural Coatings (2023) West: Building Construction (2023)	19	55	83	0.3	17	6
East: Building Construction + Architectural Coatings + Paving (2023) West: Building Construction (2023)	20	70	99	0.3	18	7
East: Building Construction + Architectural Coatings (2023) West: Building Construction + Architectural Coatings (2023)	32	55	85	0.2	17	6
East: Building Construction (2024) West: Building Construction + Architectural Coatings (2024)	18	48	78	0.2	16	6

TABLE IV.B-5A
ESTIMATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	VOC	NO_X	CO	SO_2	PM10[b]	PM2.5[b]
West: Building Construction + Architectural Coatings + Paving (2024)	18	41	58	0.2	9	4
West: Building Construction + Architectural Coatings (2025)	16	24	40	0.1	8	3
Maximum Daily Emissions	32	**131**	104	0.5	21	8
SCAQMD Thresholds of Significance	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	**Yes**	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A of this Technical Appendix.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2020.

6. Page IV.B-56, the first sentence in the first paragraph is revised as follows:

As shown in Table IV.B-5 and Table IV.B-5A, construction-related daily emissions would exceed the SCAQMD thresholds of significance for NO_X ~~and emissions levels would be below the applicable thresholds of significance~~.

7. Page IV.B-57, a new paragraph is inserted after the second paragraph as follows:

Under the overlapping construction scenario with the West Site commencing construction first, the West Site would be expected to be built out and operational in 2024 with concurrent continued construction of the East Site in 2024, and the full build out of the East Site in 2025. Under the overlapping construction scenario with the East Site commencing construction first, the East Site would be expected to be operational in 2024 with concurrent continued construction of the West Site in 2024, and the full build out of the East Site in 2025. Therefore, the emissions from the overlap of operations of the West Site and East Site construction in year 2024 under the West Site First Scenario, and the emissions from the operations of the East Site and the construction of the West Site in year 2024 under the East Site First Scenario were also calculated and presented below.

8. Page IV.B-57, the last paragraph is revised as follows:

The results of the regional criteria pollutant emission calculations for VOC, NO_X, CO, SO_2, PM10, and PM2.5 are presented in **Table IV.B-6,** *Estimated Maximum Regional Operational Emissions for West Site Buildout and Concurrent East Site Construction in 2024 – West Site First Scenario,* **Table IV.B-6A,** *Estimated Maximum Regional Operational Emissions for East Site Buildout and Concurrent West Site Construction in 2024 – East Site First Scenario,* **Table IV.B-6B,** *Estimated Maximum Regional*

Operational Emissions for West Site Buildout in 2024 – West Site First Scenario, **Table IV.B-6C,** *Estimated Maximum Regional Operational Emissions for East Site Buildout in 2024 – East Site First Scenario*, **Table IV.B-7,** *Estimated Maximum Regional Operational Emissions for Project Buildout in 2025*, and **Table IV.B-8,** *Estimated Maximum Regional Operational Emissions for the Project with the East Site Hotel Option Buildout in 2025.* **The operational emissions for West Site Buildout and concurrent East Site construction emissions in 2024 under the West Site First Scenario and the operational emissions for East Site Buildout and concurrent West Site construction emissions in 2024 under the East Site First Scenario would exceed the SCAQMD thresholds of significance for NO_X in year 2024, and the operational-related daily emissions from the Project and the Project with the East Site Hotel Option would exceed the SCAQMD thresholds of significance for NO_X in year 2025. Therefore, operational impacts would be considered potentially significant.**

9. Page IV.B-57, a new Table IV.B-6 and Table IV.B-6A are inserted as follows:

TABLE IV.B-6
ESTIMATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS FOR THE WEST SITE BUILDOUT AND CONCURRENT EAST SITE CONSTRUCTION IN 2024 – WEST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	43	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	3	5	30	<1	9	2
Construction (East: Building Construction + Architectural Coatings + Paving - 2024)	17	41	58	<1	9	4
Total Project	40	**79**	149	<1	19	7
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	**Yes**	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

TABLE IV.B-6A
ESTIMATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS FOR THE EAST SITE BUILDOUT AND CONCURRENT WEST SITE CONSTRUCTION IN 2024 – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	40	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	4	6	34	<1	10	3
Construction (West: Building Construction + Architectural Coatings + Paving - 2024)	18	41	58	<1	9	4
Total Project	40	**80**	152	<1	20	7
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	**Yes**	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

10. Page IV.B-57, the title of Table IV.B-6 is revised as follows:

TABLE IV.B-6B
ESTIMATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS FOR THE WEST SITE BUILDOUT IN 2024 – WEST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

11. Page IV.B-57, a new Table IV.B-6C is inserted as follows:

TABLE IV.B-6C
ESTIMATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS FOR THE EAST SITE BUILDOUT IN 2024 – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	40	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	4	6	34	<1	10	3
Total Project	23	39	93	<1	11	4
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

12. Page IV.B-60, the second and third sentences of the first full paragraph are revised as follows:

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 – West Site First Scenario (Pounds Per Day)* and **Table IV.B-9A**, *Estimated Maximum Mitigated Regional Construction Emissions for Project under the Overlapping Construction Scenario – East Site First Scenario.* Although Mitigation Measure AQ-MM-1 requires the utilization of non-diesel generators, in the event that non-diesel generators are not available or feasible, use of diesel-powered generators has been accounted for. By implementing mitigation that requires Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (including diesel-powered generators) and employs construction equipment, such as tower cranes, that utilizes electricity from power poles or alternative fuels (i.e., non-diesel), daily construction equipment emissions would be reduced compared to construction equipment without these features.

13. Pages IV.B-60 and IV.B-61, the title and shown rows in Table IV.B-9 are revised as follows:

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) [a]

Overlapping Phases						
West: Building Construction + Architectural Coatings + Paving (2023) East: Building Construction (2023)	16	19	~~104~~ 102	0.3	15	4
Maximum Daily Emissions	28	92	~~104~~ 103	0.5	18	5

14. Page IV.B-61, a new Table IV.B-9A is inserted as follows:

TABLE IV.B-9A
ESTIMATED MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	VOC	NO_X	CO	SO_2	PM10[b]	PM2.5[b]
Overlapping Phases						
East Site: Site Preparation + Utilities/Trenching + Grading (2021)	4	86	67	0.3	11	4
East Site: Grading/Excavation (2021)	3	67	48	0.3	9	3
East Site: Foundations/Concrete Pour (2021)	1	15	23	0.1	4	1
East: Building Construction (2022) West: Demolition + Site Preparation + Utilities/Trenching (2022)	2	32	82	0.3	10	3
East: Building Construction (2022) West: Demolition + Site Preparation + Grading/Excavation (2022)	4	79	116	0.5	18	6
East: Building Construction (2022) West: Grading/Excavation (2022)	3	60	84	0.4	16	5
East: Building Construction + Architectural Coating (2022) West: Grading/Excavation (2022)	16	56	87	0.4	16	5
East: Building Construction + Architectural Coating (2022) West: Foundations/Concrete Pour (2022)	14	12	63	0.2	10	3

TABLE IV.B-9A
ESTIMATED MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	VOC	NO_X	CO	SO_2	PM10[b]	PM2.5[b]
East: Building Construction + Architectural Coating (2023) East: Foundations/Concrete Pour (2023)	14	18	67	0.2	11	3
East: Building Construction + Architectural Coatings (2023) West: Building Construction (2023)	15	17	82	0.3	15	4
East: Building Construction + Architectural Coatings + Paving (2023) West: Building Construction (2023)	15	20	103	0.3	15	4
East: Building Construction + Architectural Coatings (2023) West: Building Construction + Architectural Coatings (2023)	28	14	84	0.2	15	4
East: Building Construction (2024) West: Building Construction + Architectural Coatings (2024)	15	13	78	0.2	14	4
West: Building Construction + Architectural Coatings + Paving (2024)	15	10	62	0.2	8	2
West: Building Construction + Architectural Coatings (2025)	14	7	40	0.1	7	2
Maximum Daily Emissions	28	86	116	0.5	18	6
SCAQMD Thresholds of Significance	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A of this Technical Appendix.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2020.

15. Pages IV.B-61, the second sentence in the paragraph at the bottom of the page, which extends to the first paragraph on page IV.B-62, is revised as follows:

With implementation of Mitigation Measure AQ-MM-2, 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 West Site Buildout and Concurrent East Site Construction in 2024 – West Site First Scenario,* **Table IV.B-10A,** *Estimated Maximum Mitigated Regional Operational*

Emissions for East Site Buildout and Concurrent West Site Construction in 2024 – East Site First Scenario, **Table IV.B-10B**, *Estimated Maximum Mitigated Regional Operational Emissions for the West Site in 2024 - West Site First Scenario,* **Table IV.B-10C,** *Estimated Maximum Mitigated Regional Operational Emissions for East Site Buildout in 2024 – East Site First Scenario,* and **Table IV.B-11,** *Estimated Maximum Mitigated Regional Operational Emissions for the Project Buildout in 2025, and* **Table IV.B-12,** *Estimated Maximum Mitigated Regional Operational Emissions for the Project with the East Site Hotel Option in 2025.*

16. Page IV.B-62, a new Table IV.B-10 and Table IV.B-10A are inserted as follows:

TABLE IV.B-10
ESTIMATED MAXIMUM MITIGATED REGIONAL OPERATIONAL EMISSIONS FOR THE WEST SITE BUILDOUT AND CONCURRENT EAST SITE CONSTRUCTION IN 2024 – WEST SITE FIRST SCENARIO (POUNDS PER DAY)[a]

Source	VOC	NO_x	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	43	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	3	5	30	<1	9	2
Construction (East: Building Construction + Architectural Coatings + Paving - 2024)	14	10	62	<1	8	2
Total Project	37	48	153	<1	18	6
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

TABLE IV.B-10A
ESTIMATED MAXIMUM MITIGATED REGIONAL OPERATIONAL EMISSIONS FOR THE EAST SITE BUILDOUT AND CONCURRENT WEST SITE CONSTRUCTION IN 2024 – EAST SITE FIRST SCENARIO (POUNDS PER DAY) (POUNDS PER DAY)[a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	40	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	4	6	34	<1	10	3
Construction (West: Building Construction + Architectural Coatings + Paving - 2024)	15	10	62	<1	8	2
Total Project	37	49	155	<1	19	6
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

17. Page IV.B-62, the title of Table IV.B-10 is revised as follows:

TABLE IV.B-10B
ESTIMATED MAXIMUM MITIGATED REGIONAL OPERATIONAL EMISSIONS FOR THE WEST SITE BUILDOUT IN 2024 – WEST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

18. Page IV.B-62, a new Table IV.B-10C is inserted as follows:

TABLE IV.B-10C
ESTIMATED MAXIMUM MITIGATED REGIONAL OPERATIONAL EMISSIONS FOR THE EAST SITE BUILDOUT IN 2024 – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	17	<1	40	<1	<1	<1
Stationary (Charbroilers)	<1	-	-	-	<1	<1
Stationary (Cooling Tower)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	2	30	17	<1	<1	<1
Energy	<1	2	1	<1	<1	<1
Mobile	4	6	34	<1	10	3
Total Project	23	39	93	<1	11	4
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

SOURCE: ESA, 2020.

19. Page IV.B-65, the second sentence in the first paragraph at the top of the page is revised as follows:

The maximum daily localized emissions for each of the construction phases and the localized significance thresholds are presented in **Table IV.B-13**, *Estimated Maximum Localized Construction Emissions for Project – West Site First Scenario* and **Table IV.B-13A**, *Estimated Maximum Localized Construction Emissions for Project – East Site First Scenario*.

20. Page IV.B-65, the first sentence in the last paragraph is revised as follows:

The maximum daily localized emissions and the localized significance thresholds are presented in **Table IV.B-14,** *Estimated Maximum Localized Operational Emissions for the West Site Buildout in 2024 – West Site First Scenario,* **Table IV.B-14-A,** *Estimated Maximum Localized Operational Emissions for the East Site Buildout in 2024 – East Site First Scenario, and* **Table IV.B-15,** *Estimated Maximum Localized Operational Emissions for the Project Buildout in 2025* and **Table IV.B-16,** *Estimated Maximum Localized Operational Emissions for the Project with the East Site Hotel Option Buildout in 2025*.

21. Page IV.B-66, the title and shown rows in Table IV.B-13 are revised as follows:

TABLE IV.B-13
ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS FOR THE PROJECT UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – WEST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Overlapping Phases				
West: Building Construction + Architectural Coatings + Paving (2023) East: Building Construction (2023)	~~62~~ 60	~~62~~ 59	~~3.1~~ 2.7	~~2.9~~ 2.6
Maximum Localized (On-Site) Emissions	~~62~~ 60	~~62~~ 59	~~3.1~~ 2.7	~~2.9~~ 2.6

22. Page IV.B-67, a new Table IV.B-13A is inserted as follows:

TABLE IV.B-13A
ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS FOR THE PROJECT UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	NO_X	CO	PM10[b]	PM2.5[b]
Overlapping Phases				
East Site: Site Preparation + Utilities/Trenching + Grading (2021)	41	37	1.9	1.7
East Site: Grading/Excavation (2021)	23	22	1.0	0.9
East Site: Foundations/Concrete Pour (2021)	14	12	0.7	0.7
East: Building Construction (2022) West: Demolition + Site Preparation + Utilities/Trenching (2022)	53	53	2.6	2.4
East: Building Construction (2022) West: Demolition + Site Preparation + Grading/Excavation (2022)	61	64	2.9	2.6
East: Building Construction (2022) West: Grading/Excavation (2022)	41	41	1.8	1.7
East: Building Construction + Architectural Coating (2022) West: Grading/Excavation (2022)	44	45	2.0	1.9
East: Building Construction + Architectural Coating (2022) West: Foundations/Concrete Pour (2022)	38	35	1.8	1.8
East: Building Construction + Architectural Coating (2023) East: Foundations/Concrete Pour (2023)	35	36	1.6	1.6
East: Building Construction + Architectural Coatings (2023) West: Building Construction (2023)	44	43	2.0	1.9
East: Building Construction + Architectural Coatings + Paving (2023) West: Building Construction (2023)	60	59	2.7	2.6
East: Building Construction + Architectural Coatings (2023) West: Building Construction + Architectural Coatings (2023)	47	46	2.2	2.1

TABLE IV.B-13A
ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS FOR THE PROJECT UNDER THE OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [A]

Source	NO_X	CO	PM10[b]	PM2.5[b]
East: Building Construction (2024) West: Building Construction + Architectural Coatings (2024)	41	42	1.8	1.7
West: Building Construction + Architectural Coatings + Paving (2024)	37	39	1.6	1.5
West: Building Construction + Architectural Coatings (2025)	20	23	0.9	0.8
Maximum Localized (On-Site) Emissions	61	64	2.9	2.6
SCAQMD Screening Thresholds of Significance [c]	**154**	**1,755**	**15.0**	**7.6**
Exceed Thresholds?	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A of this Technical Appendix.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

[c] The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 4.61-acre site with sensitive receptors conservatively assumed to be located adjacent to the construction area.

SOURCE: ESA, 2020.

23. Page IV.B-67, a new Table IV.B-14A is inserted as follows:

TABLE IV.B-14-A
ESTIMATED MAXIMUM LOCALIZED OPERATIONAL EMISSIONS FOR THE EAST SITE BUILDOUT IN 2024 – EAST SITE FIRST SCENARIO (POUNDS PER DAY) [a]

Source	NO_X	CO	PM10	PM2.5
Area (Coating, Consumer Products, Landscaping)	<1	40	0.2	0.2
Energy	2	1	0.2	0.2
Stationary (Charbroilers)	-	-	0.4	0.3
Stationary (Cooling Tower)	-	-	0.1	<0.1
Stationary (Emergency Generators)	30	17	0.1	0.1
Total Localized (On-Site) Emissions	33	59	1.0	0.8
SCAQMD Screening Thresholds of Significance [b]	**120**	**1,035**	**2.5**	**2.0**
Exceeds Thresholds?	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix E of this Draft EIR.

[b] The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 2.69-acre site with sensitive receptors conservatively assumed to be located adjacent to the Project Site for operational emissions for LST purposes.

SOURCE: ESA, 2020.

24. Page IV.B-73, the third sentence in the first full paragraph is revised as follows:

Through mandatory compliance with SCAQMD rules, no construction activities or materials are expected to result in other emissions, such as those leading to objectionable odors, affecting a substantial number of people. Furthermore, as shown in Table IV.B-5 and Table IV.B-5A, construction emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2).

25. Page IV.B-73, the fourth sentence in the last paragraph is revised as follows:

Furthermore, as shown in Table IV.B-6, Table IV.B-6A, Table IV.B-6B, Table IV.B-6C, Table IV.B-7, and Table IV.B-8, operational emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2).

26. Page IV.B-75, the second sentence in the last paragraph, which extends to the first paragraph on page IV.B-76, is revised as follows:

Based on the Project-specific level of emissions, cumulative impacts would be potentially significant for construction and operation because regional NO_X emissions would exceed the threshold of significance, as shown in Table IV.B-5, Table IV.B-5A, Table IV.B-6, Table IV.B-6A, and Table IV.B-8.

Section IV.C, Cultural Resources

1. Page IV.C-58, the second sentence of the last paragraph, which extends to the first paragraph on page IV.C-59, is revised as follows:

The Project architecture would maximize focal views toward and through the Project Site, as discussed in Section IV.A. Aesthetics (1) Scenic Vistas, such as views of the Capitol Records Building and the Gogerty Building from sidewalks along Vine Street, Argyle Avenue, and Yucca Street, and from the intersection of Hollywood Boulevard and Vine Street~~, and a view through a surface parking lot between the Pantages Theatre and the Equitable Building~~.

2. Page IV.C-82 and IV.C-83, the last bullet of Mitigation Measure CUL-MM-2 is revised as follows:

- 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, ~~or~~ 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 ~~touch-ups or~~ repairs to the ~~finishes~~ 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.

Section IV.H, Land Use and Planning

1. Page IV.H-10, the last two sentences of the third paragraph and the associated Footnote 15 are revised as follows:

However, the "D" indicates a Development Limitation, which restricts all the lots on the Project Site to a 3:1 FAR, with the exception of one lot (occupying the northwestern corner of the ~~East~~ West Site~~, which comprises a portion of the Gogerty Building~~) to a 2:1 FAR.[15] The Applicant has requested a Density Bonus Compliance Review pursuant to California's Density Bonus Law and the City's Density Bonus Ordinance related to the inclusion of Very Low Income residential units. The change in the entitlement request would allow for an FAR of 7:1. ~~The Project proposes to remove this "D" Limitation through a proposed Zone Change and Height District Change for the Project Site.~~

Footnote 15: The Development Limitation is pursuant to Ordinance No. 165,659. Ordinance No. 165,659 restricts the 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, 5546-030-032, 5546-030-033, and 5546-030-034 to a 3:1 FAR, whereas the lot with APN ~~5546-030-032~~ 5546-004-032 has a 2:1 FAR.

2. Page IV.H-12, the following footnote is added to the last sentence of the first full paragraph as follows:

On September 30, 2019, under authority granted in the Redevelopment Dissolution statutes, the Los Angeles City Council and Mayor approved a resolution and accompanying Ordinance No. 186,325 to transfer from the CRA/LA to the City of Los Angeles all responsibility for land use related plans and functions in the 19 remaining Redevelopment Project Areas.[22]

Footnote 22: There is pending litigation (AIDS Healthcare Foundation v. City of Los Angeles, LASC Case No.19STCP04589) regarding the validity of the City's transfer of the land use function of the CRA/LA to itself. However, this pending case is not relevant to the Project's CEQA analysis of the Project because the litigation outcome would not change the Project EIR's CEQA analysis. That is, the pending litigation is not relevant as it only relates to the City's authority to transfer the CRA/LA land use functions to itself and is not dispositive of the Project's consistency with the Plan. Consequently, even if the plaintiff in the pending litigation prevails against the City with their asserted claims, the only change with respect to the Project would be who provides the Redevelopment Plan approvals and makes the necessary findings. Thus, the litigation outcome would have no impact on the environmental impacts of the Project nor the EIR's environmental analysis.

Additionally, there is pending litigation (*Hollywood Heritage, Inc. v. City of Los Angeles*, LASC Case No. 19STCV45352) similarly challenging the City's transfer of the land use function of the CRA/LA to itself and specifically to compliance with a settlement agreement between the CRLA/LA and plaintiffs regarding implementation of portions of the Hollywood Redevelopment Plan which constitutes a contractual dispute between the parties. Like the *AIDS Healthcare Foundation* case, this pending litigation is not relevant since the litigation outcome would have no impacts on the environmental impacts of the Project nor the EIR's environmental analysis.

3. Page IV.H-23, the last paragraph is revised as follows:

To allow for development of the Project, the Applicant has requested a Density Bonus Compliance Review pursuant to California's Density Bonus Law and the City's Density Bonus Ordinance related to the inclusion of Very Low Income residential units. ~~the zoning would be amended to C2-2-SN to eliminate the "D" Limitation, which limits FAR to 3:1 and 2:1 on certain parcels. The Project Site is not subject to height limits. The requested removal of the "D" Limitation would allow an increase in floor area, which is consistent with the Project Site's Regional Center designation. The Project also requests a Conditional Use Permit as a unified, mixed-use development pursuant to LAMC Section 12.24 W.19 to allow FAR averaging to permit the FAR to be calculated as a whole rather than by individual parcel or lot and for a residential density transfer between the West Site and East Site.~~

Under the Density Bonus Compliance Review, which requires reserving at least 11 percent of the Project's units for Very Low Income households, the Applicant is seeking the following incentives and waivers: (a) An On-Menu Incentive to permit a 35 percent increase in the maximum allowable floor area ratio (FAR) from 2:1 to 2.7:1 (for portions of the Project Site located at the corner lot on the southeast corner of Yucca Street and Ivar Avenue and associated with APN 5546-004-032); and from 3:1 to 4.05:1 FAR (for the balance of the Project Site); (b) An Off-Menu Incentive to allow FAR and density averaging for a Housing Development Project located on non-contiguous lots; (c) A Waiver of Development Standards to permit a 7:1 FAR averaged across the Project Site; and (d) A Waiver of Development Standards to permit the floor area of any residential

balconies and terraces to be excluded for purposes of calculating the total floor area, as applicable. ~~In addition, pursuant to LAMC Section 11.5.11(e) and California Government Code Section 65915(k) or the Transit Oriented Communities Affordable Housing Incentive Program, three incentives, concessions, reductions, or modifications of zoning code requirements would be requested to offset affordable housing costs as follows: and include a 35 percent FAR bonus (from 6:1 FAR) to allow an FAR up to 7:1; and a development modification to allow the floor area of any residential balconies and terraces to be excluded for purposes of calculating the buildable floor area.~~

4. Page IV.H-23, footnote 25 is revised as follows:

The Development Limitation is pursuant to Ordinance No. 165,659. Ordinance No. 165,659 restricts the 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, 5546-030-032, 5546-030-033, and 5546-030-034 to a 3:1 FAR whereas the lot with APN ~~5546-030-032~~ 5546-004-032 has a 2:1 FAR.

5. Page IV.H-25, the first and second sentences in the first full paragraph are revised as follows:

The Project proposes the sale of a full line of alcoholic beverages in association with the proposed 30,176 square feet of commercial/restaurant uses ~~and for any alcohol uses associated with the hotel under the Project with the East Site Hotel Option~~. Pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption at 12 establishments would be required~~, and a Master Conditional Use Permit may be requested~~.

6. Page IV.H-27, the first sentence in the last paragraph is revised as follows:

Approval of the Project's requested entitlements~~, including the Zone and Height District Change, Conditional Use Permits~~, Site Plan Review and related findings and conditions to ensure compatibility with surrounding land uses would bring the Project into consistency with the Framework Element, Hollywood Community Plan, Hollywood Redevelopment Plan, and LAMC.

Section IV.I, Noise

1. Page IV.I-18, the shown rows in Table IV.I-4 are revised as follows:

6	North – AMDA Vine building	Category II
18 and 19	Capitol Records Complex (Capitol Records Building and Gogerty Building located on-site within the Project East Site)	Category IV

2. Page IV.I-31, the first sentence in the last paragraph under (1) Construction is revised as follows:

As discussed in Chapter II, *Project Description*, of this Draft EIR, construction of the Project is anticipated to commence as early as 2021 at the West Site or at the East Site and be completed as early as 2025 (assuming overlap between West Site and East Site construction).

3. Page IV.I-33, the bullets under the first paragraph are revised as follows:

- Project construction and operational activities cause groundborne vibration levels to exceed 65 VdB at off-site sensitive buildings where vibration would interfere with interior operations.
- Project construction and operational activities cause groundborne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential and ~~theater uses~~ buildings where people normally sleep.

4. Page IV.I-34, the third sentence in the first paragraph is revised as follows:

Under the overlapping construction scenario with the West Site commencing construction first, the utilities/trenching, site preparation, and grading/ excavation phases could begin on the East Site, while the West Site is in the building construction phase. With the East Site commencing construction first, the demolition and utilities/trenching phases followed by site preparation and grading/excavation phases could begin on the West Site, while the East Site is in the building construction phase.

5. Page IV.I-36, the second sentence and the last sentence in the second paragraph are revised as follows:

For similar reasons, ~~the AMDA Vine Building, the AMDA Tower Building,~~ the Argyle House at the southwest corner of Yucca Street/Argyle Avenue, and the Eastown residential building are also evaluated based on the significance threshold for FTA Building Category I for potential structural damage. The AMDA Vine Building is evaluated based on the significance threshold for FTA Building Category II for potential structural damage. … Vibration receptor buildings that are considered off-site historic structures, as listed in Table IV-I-4, are evaluated based on the significance threshold for FTA Building Category IV for potential structural damage.

6. Page IV.I-40, the first and second sentences in the last paragraph are revised as follows:

In addition, **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,* provides the estimated noise levels due to overlapping construction activities between the West Site and East Site. **As indicated in Table IV.I-10 and Table IV.I-10A, the estimated noise levels due to overlapping construction activities between the West Site and East Site under both the Project and the Project with the East Site Option would exceed the significance threshold**

at receptors 1, 3, and 5 through 13, and, therefore, construction noise impacts under the overlapping construction scenario would be potentially significant.

7. Page IV.I-43, Table IV.I-10's title is revised as follows:

Table IV.I-10
Construction Noise Levels – Overlapping Construction Scenario <u>– West Site First</u>

8. Page IV.I-44, Table IV.I-10A is inserted as follows:

TABLE IV.I-10A
CONSTRUCTION NOISE LEVELS – OVERLAPPING CONSTRUCTION SCENARIO – EAST SITE FIRST

	Estimated Noise Levels by Overlapping Construction, dBA (L_{eq})										
Location	East Site Demo and Drainage/Utilities/ Trenching	East Site Building Const., West Site Demo, and Drainage/ Utilities/ Trench	East Site Building Const., West Site Demo, Site Prep., and Grading	East Site Building Const. and Arch. Coating, and West Site Grading	East Site Building Const. and Arch. Coating, and West Site Found-ation	East Site Building Const. and Arch. Coating, and West Site Building Const.	East Site Building Const., Arch. Coating, and Paving, and West Site Building Const.	East Site Building Const. and Arch. Coating, and West Site Building Const. and Arch Coating	West Site Building Const., Arch. Coating, and Paving	Significance Threshold,[a] dBA (L_{eq})	Potentially Significant Impact?
1[b]	**78.9**	**79.4**	**75.9**	**76.0**	**75.9**	**76.0**	**79.5**	**76.0**	**68.4**	64.9	**Yes**
2[b]	72.6	73.4	72.1	71.1	70.9	71.0	73.9	71.2	70.3	78.0	No
3	**74.2**	**74.9**	**99.8**	**94.6**	**96.4**	**96.5**	**96.5**	**97.1**	**100.5**	73.3	**Yes**
4[b]	64.1	64.9	71.2	68.5	68.2	68.5	69.4	68.9	71.9	73.3	No
5[b]	59.4	60.2	**84.4**	**80.5**	**81.1**	**81.3**	**81.3**	**81.8**	**85.6**	73.3	**Yes**
6	**100.5**	**100.0**	**96.5**	**97.1**	**97.1**	**97.1**	**100.5**	**97.1**	**77.3**	69.9	**Yes**
7	**81.4**	**81.8**	**79.2**	**78.9**	**78.8**	**78.9**	**82.3**	**79.0**	**74.8**	69.9	**Yes**
8	**69.4**	**70.2**	**84.4**	**80.7**	**81.2**	**81.4**	**81.6**	**81.9**	**85.6**	65.1	**Yes**
9	**74.8**	**75.4**	**99.8**	**94.6**	**96.4**	**96.5**	**96.5**	**97.1**	**100.5**	65.1	**Yes**
10	**74.8**	**75.4**	**82.9**	**79.6**	**79.9**	**80.1**	**80.9**	**80.6**	**83.8**	73.1	**Yes**
11[b]	**73.3**	**73.6**	**83.6**	**80.1**	**80.5**	**80.7**	**81.2**	**81.2**	**84.6**	73.1	**Yes**
12	**84.1**	**84.4**	**81.2**	**81.2**	**81.2**	**81.2**	**84.8**	**81.2**	**74.7**	68.2	**Yes**
13[b]	**75.5**	**75.9**	**73.1**	**73.0**	**72.8**	**72.9**	**76.3**	**72.9**	**68.1**	67.7	**Yes**

[a] Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA.
[b] Receptor locations with acoustic line-of-sight to the Project construction site blocked.
Bold-faced represents noise levels exceeded the significance threshold.

SOURCE: AES, Construction Noise & Vibration Impact Study, March 2020. Provided in Appendix K-1 of this Draft EIR.

9. Page IV.I-44, new text at the end of the first paragraph is added as follows:

Similar numbers of worker and truck trips would occur if the East Site commences construction first, with overlapping of the building construction phase at the East Site and the utilities/trenching, site preparation, and grading/excavation phases at the West Site. Therefore, the analysis is representative of the maximum noise levels from construction of the West Site commencing first or construction of the East Site commencing first.

10. Page IV.I-54, Table IV.I-13, which was inadvertently omitted in the Draft EIR, is inserted as follows:

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	**Roadway Segment**	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment [a] (B-A)**	**Exceed Threshold?**
Argyle Ave	Between Franklin Ave and US-101 SB on-ramp	Commercial	65.3	65.7	0.3	No
Argyle Ave	Between Hollywood Blvd and Selma Ave	Residential/ Commercial	64.2	64.4	0.2	No
Argyle Ave	Between US-101 SB on-ramp and Yucca St	Residential/ Commercial	63.6	63.7	0.1	No
Argyle Ave	Between Selma Ave and Sunset Blvd	Residential/ Commercial	65.8	66.1	0.3	No
Argyle Ave	Between Vine St/Dix St and Franklin Ave	Commercial	62.4	62.5	0.0	No
Argyle Ave	Between Yucca St and Hollywood Blvd	Residential/ Commercial	65.0	65.7	0.7	No
Argyle Ave	North of Vine St/Dix St	Residential	56.3	56.5	0.2	No
Beachwood Dr	North of Franklin Ave	Residential/ Educational	64.3	64.4	0.0	No
Beachwood Dr	South of Franklin Ave	Commercial/ Motel	56.5	56.5	0.0	No
Bronson Ave	Between Hollywood Blvd and Sunset Blvd	Residential/ Commercial	65.4	65.4	0.0	No
Bronson Ave	Between Franklin Ave and Hollywood Blvd	Residential/ Commercial	65.7	65.7	0.0	No
Bronson Ave	North of Franklin Ave	Residential/ Commercial	62.9	62.9	0.0	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	**Roadway Segment**	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment [a] (B-A)**	**Exceed Threshold?**
Bronson Ave	South of Sunset Blvd	Residential/ Commercial/ Educational	66.8	66.8	0.0	No
Cahuenga Blvd	Between Hollywood and Selma Ave	Commercial	68.3	68.4	0.0	No
Cahuenga Blvd	Between Sunset and De Longpre Ave	Commercial	67.8	67.9	0.0	No
Cahuenga Blvd	Between De Longpre Ave and Fountain Ave	Residential/ Commercial	69.0	69.1	0.1	No
Cahuenga Blvd	Between Fountain Ave and Santa Monica	Residential/ Commercial/Educational	68.8	68.9	0.1	No
Cahuenga Blvd	Between Santa Monica and Willoughby Ave	Commercial/ Educational	69.4	69.4	0.1	No
Cahuenga Blvd	Between Franklin Ave and Yucca St	Commercial/ Motel	68.2	68.3	0.1	No
Cahuenga Blvd	Between US-101 NB off-ramp and US-101 SB off-ramp	Freeway Underpass	68.4	68.4	0.0	No
Cahuenga Blvd	Between US-101 SB off-ramp and US-101 SB on-ramp	Freeway Underpass	68.7	68.7	0.1	No
Cahuenga Blvd	Between US-101 SB on-ramp and Franklin Ave	Commercial	70.4	70.5	0.1	No
Cahuenga Blvd	Between Selma Ave and Sunset Blvd	Commercial	66.0	66.1	0.1	No
Cahuenga Blvd	Between Yucca St and Hollywood Blvd	Commercial	67.2	67.4	0.1	No
Cahuenga Blvd	North of US-101 NB off-ramp	Residential/ Hotel	69.1	69.1	0.0	No
Cahuenga Blvd	Between Willoughby Ave and Melrose Ave	Commercial	69.0	69.1	0.1	No
Cahuenga Blvd	South of Melrose Ave	Residential	60.5	60.9	0.3	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	**Roadway Segment**	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment [a] (B-A)**	**Exceed Threshold?**
Camrose Dr/Milner Rd	East of N Highland Ave	Residential	55.4	55.4	0.0	No
Camrose Dr/Milner Rd	West of N Highland Ave	Residential	58.6	58.6	0.0	No
Carlos Ave	East of N Gower St	Residential/ Religious	55.0	55.0	0.0	No
Carlos Ave	West of N Gower St	Residential	54.0	54.0	0.0	No
Cole Ave	Between Fountain Ave and Santa Monica Blvd	Commercial	59.0	59.0	0.0	No
Cole Ave	North of Fountain Ave	Commercial	57.9	57.9	0.0	No
Cole Ave	South of Santa Monica Blvd	Commercial	61.7	61.7	0.0	No
De Longpre Ave	Between Cahuenga Blvd and Vine St	Commercial	60.6	60.7	0.0	No
De Longpre Ave	East of Vine St	Commercial	59.6	59.7	0.0	No
De Longpre Ave	West of Cahuenga Blvd	Commercial	61.9	61.9	0.1	No
Fountain Ave	Between Cahuenga Blvd and Vine St	Commercial	67.2	67.3	0.0	No
Fountain Ave	Between Cole Ave and Cahuenga Blvd	Residential	65.1	65.2	0.1	No
Fountain Ave	Between Vine St and El Centro Ave	Residential/ Commercial	66.9	66.9	0.0	No
Fountain Ave	East of El Centro Ave	Residential	66.7	66.7	0.0	No
Fountain Ave	West of Cole Ave	Residential/ Commercial	66.7	66.7	0.1	No
Franklin Ave	Between Argyle Ave and N Gower St	Residential/ Commercial	71.8	71.9	0.1	No
Franklin Ave	Between N Beachwood Dr and Bronson Ave	Commercial/ Educational/ Hotel/ Residential	72.2	72.2	0.1	No
Franklin Ave	Between N Cahuenga Blvd and Vine St	Residential/ Commercial	64.5	64.6	0.1	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
Franklin Ave	Between N Gower St and N Beachwood Dr	Residential/ Commercial	72.0	72.1	0.1	No
Franklin Ave	Between N Highland Ave and Wilcox Ave	Residential/ Commercial	66.4	66.5	0.1	No
Franklin Ave	Between N La Brea Ave and Highland Ave	Residential/ Educational/ Open Space	70.4	70.5	0.0	No
Franklin Ave	Between Wilcox Ave and N Cahuenga Blvd	Commercial	67.0	67.1	0.1	No
Franklin Ave	East of Bronson Ave	Residential/ Commercial	72.3	72.4	0.1	No
Franklin Ave	East of Highland Ave	Residential/ Religious	51.1	51.1	0.0	No
Franklin Ave	West of N Highland Ave	Residential	39.6	39.6	0.0	No
Franklin Ave	West of N La Brea Ave	Residential	62.2	62.3	0.1	No
Fuller Ave	North of Hollywood Blvd	Residential/ Commercial	61.3	61.3	0.0	No
Fuller Ave	South of Hollywood Blvd	Residential	60.0	60.0	0.0	No
Gower St	Between Carlos Ave and Hollywood Blvd	Residential/ Commercial	68.1	68.2	0.0	No
Gower St	Between Franklin Ave and US-101 NB off-ramp	Commercial/ Hotel	67.6	67.7	0.1	No
Gower St	Between US-101 NB off-ramp and US-101 SB off-ramp/Yucca St	Religious/ Open Space	68.5	68.5	0.0	No
Gower St	Between US-101 SB off-ramp/Yucca St and Yucca St	Religious/ Open Space	66.5	66.5	0.1	No
Gower St	Between Selma Ave and Sunset Blvd	Residential/ Commercial	67.6	67.6	0.0	No
Gower St	Between Yucca St and Carlos Ave	Residential/ Religious/ Educational	66.5	66.6	0.1	No
Gower St	North of Franklin Ave	Residential	68.3	68.4	0.1	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
Gower St	Between Hollywood Blvd and Selma Ave	Residential/ Commercial	68.4	68.4	0.0	No
Gower St	South of Sunset Blvd	Residential/ Commercial	60.2	60.3	0.1	No
Hawthorne Ave	East of N La Brea Ave	Residential/ Educational/ Hotel	61.4	61.4	0.0	No
Hawthorne Ave	West of N La Brea Ave	Residential/ Commercial	53.5	53.5	0.0	No
Highland Ave	Between Franklin Ave and Hollywood Blvd	Residential/ Commercial	72.9	72.9	0.0	No
Highland Ave	Between Hollywood Blvd and Selma Ave	Commercial/ Educational	73.1	73.1	0.0	No
Highland Ave	Between Camrose Dr/Milner Rd and Franklin Ave	Commercial/ Hotel	70.5	70.5	0.0	No
Highland Ave	Between Franklin Ave and Franklin Ave	Commercial	69.8	69.8	0.0	No
Highland Ave	Between Selma Ave and Sunset Blvd	Commercial/ Educational	70.1	70.1	0.0	No
Highland Ave	North of Camrose Dr/Milner Rd	Residential/ Open Space	73.2	73.2	0.0	No
Highland Ave	South of Sunset Blvd	Residential/ Commercial	70.0	70.0	0.0	No
Hollywood Blvd	Between Argyle Ave and Gower St	Residential/ Commercial	69.4	69.6	0.2	No
Hollywood Blvd	Between Cahuenga Blvd and Ivar Ave	Commercial	68.7	68.9	0.3	No
Hollywood Blvd	Between Gower St and N Bronson Ave	Commercial/ Hotel/Religious	69.5	69.7	0.2	No
Hollywood Blvd	Between Highland Ave and Wilcox Ave	Commercial	68.8	68.9	0.1	No
Hollywood Blvd	Between US-101 SB ramps and US-101 NB ramps/Van Ness Ave	Freeway Overpass	68.9	69.2	0.3	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
Hollywood Blvd	Between Ivar Ave and Vine St	Commercial/ Hotel	69.6	69.8	0.2	No
Hollywood Blvd	Between N Bronson Ave and US-101 SB ramps	Commercial	70.6	70.7	0.0	No
Hollywood Blvd	Between N Fuller Ave and N La Brea Ave	Residential/ Commercial/ Religious	68.3	68.4	0.1	No
Hollywood Blvd	Between N La Brea Ave and Orange Dr	Commercial	68.2	68.3	0.1	No
Hollywood Blvd	Between Orange Dr and Highland Ave	Commercial/ Hotel	70.5	70.6	0.1	No
Hollywood Blvd	Between Vine St and Argyle Ave	Commercial	69.2	69.4	0.3	No
Hollywood Blvd	Between Wilcox Ave and Cahuenga Blvd	Commercial/ Medical	69.1	69.2	0.1	No
Hollywood Blvd	East of US-101 NB ramps/Van Ness Ave	Commercial	70.7	70.7	0.1	No
Hollywood Blvd	West of N Fuller Ave	Residential	72.2	72.2	0.0	No
Ivar Ave	Between Hollywood Blvd and Selma Ave	Residential/ Commercial/ Library	63.1	63.8	0.7	No
Ivar Ave	Between Selma Ave and Sunset Blvd	Commercial/ Educational	64.0	64.5	0.5	No
Ivar Ave	Between Yucca St and Hollywood Blvd	Residential/ Commercial	63.4	63.9	0.5	No
Ivar Ave	North of Yucca St	Residential	55.6	55.7	0.0	No
Ivar Ave	South of Sunset Blvd	Commercial	64.0	64.4	0.4	No
La Brea Ave	Between Franklin Ave and Hollywood Blvd	Residential/ Commercial/ Religious/ Educational	70.6	70.6	0.0	No
La Brea Ave	Between Hollywood Blvd and Hawthorne Ave	Residential/ Commercial	69.7	69.7	0.0	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
La Brea Ave	North of Franklin Ave	Residential	59.8	59.8	0.0	No
La Brea Ave	South of Hawthorne Ave	Residential/ Commercial	70.4	70.4	0.0	No
Lexington Ave	East of Vine St	Residential/ Commercial	59.8	59.8	0.0	No
Lexington Ave	West of Vine St	Residential/ Educational	60.8	60.8	0.0	No
Melrose Ave	Between Cahuenga Blvd and Vine St	Commercial	71.5	71.5	0.0	No
Melrose Ave	East of Vine St	Commercial/ Senior Care	71.8	71.8	0.0	No
Melrose Ave	West of Cahuenga Blvd	Residential/ Commercial	73.0	73.0	0.0	No
Orange Dr	North of Hollywood Blvd	Residential	61.1	61.1	0.0	No
Orange Dr	South of Hollywood Blvd	Commercial/ Hotel	60.1	60.1	0.0	No
Santa Monica Blvd	Between Cahuenga Blvd and Vine St	Commercial	70.8	70.9	0.0	No
Santa Monica Blvd	Between Cole Ave and Cahuenga Blvd	Commercial/ Open Space	70.8	70.9	0.0	No
Santa Monica Blvd	Between Vine St and El Centro Ave	Commercial	70.8	70.8	0.0	No
Santa Monica Blvd	East of El Centro Ave	Commercial	70.9	70.9	0.0	No
Santa Monica Blvd	West of Cole Ave	Commercial	72.2	72.3	0.0	No
Selma Ave	Between Argyle Ave and N Gower St	Commercial/ Hotel	62.8	62.8	0.0	No
Selma Ave	Between Ivar Ave and Vine St	Residential/ Commercial	62.8	62.9	0.1	No
Selma Ave	Between N Cahuenga Blvd and Ivar Ave	Commercial	62.9	63.0	0.1	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
Selma Ave	Between N Highland Ave and N Cahuenga Blvd	Commercial/ Educational/ Religious	61.5	61.6	0.2	No
Selma Ave	Between Vine St and Argyle Ave	Residential/ Commercial	64.7	64.7	0.0	No
Selma Ave	East of N Gower St	Residential	51.6	51.6	0.0	No
Sunset Blvd	Between Argyle Ave and Gower St	Commercial	71.6	71.6	0.0	No
Sunset Blvd	Between Cahuenga Blvd and Ivar Ave	Commercial	71.1	71.1	0.0	No
Sunset Blvd	Between Gower St and Bronson Ave	Commercial/ Hotel	71.6	71.6	0.0	No
Sunset Blvd	Between Ivar Ave and Vine St	Commercial/ Educational	71.3	71.3	0.0	No
Sunset Blvd	Between N Highland Ave and Wilcox Ave	Commercial/ Educational/ Religious	71.2	71.2	0.0	No
Sunset Blvd	Between Vine St and Argyle Ave	Commercial	71.8	71.8	0.0	No
Sunset Blvd	Between Wilcox Ave and Cahuenga Blvd	Commercial	71.4	71.4	0.0	No
Sunset Blvd	East of Bronson Ave	Residential/ Commercial	72.0	72.1	0.0	No
Sunset Blvd	West of N Highland Ave	Commercial/ Educational/ Motel	72.8	72.8	0.0	No
US-101 NB off-ramp	Off-ramp east of N Cahuenga Blvd	Freeway Ramp	62.0	62.0	0.0	No
US-101 NB off-ramp	Off-ramp East of N Gower St	Freeway Ramp	61.0	61.2	0.2	No
US-101 NB ramps/Van Ness Ave	Ramps/Van Ness Ave north of Hollywood Blvd	Freeway Ramp	67.7	67.7	0.0	No
US-101 NB ramps/Van Ness Ave	Ramps/Van Ness Ave south of Hollywood Blvd	Freeway Ramp	63.7	63.9	0.2	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	Roadway Segment	Existing Land Uses Located Along Roadway Segment	Existing (A)	Existing Plus Project (B)	Project Increment [a] (B-A)	Exceed Threshold?
US-101 SB off-ramp	Off-ramp Between Vine St/Franklin Ave and Argyle Ave	Freeway Ramp	72.3	72.4	0.1	No
US-101 SB off-ramp	Off-ramp west of N Cahuenga Blvd	Freeway Ramp	68.2	68.2	0.0	No
US-101 SB off-ramp/Yucca St	Off-ramp/Yucca St east of N Gower St	Freeway Ramp	55.1	55.1	0.0	No
US-101 SB off-ramp/Yucca St	Off-ramp/Yucca St west of N Gower St	Freeway Ramp	63.3	63.3	0.0	No
US-101 SB on-ramp	On-ramp east of Argyle Ave	Freeway Ramp	60.7	61.0	0.3	No
US-101 SB on-ramp	On-ramp east of N Cahuenga Blvd	Freeway Ramp	58.9	58.9	0.0	No
US-101 SB ramps	Ramps north of Hollywood Blvd	Freeway Ramp	65.1	65.1	0.0	No
US-101 SB ramps	Ramps south of Hollywood Blvd	Freeway Ramp	60.8	61.1	0.3	No
Vine St	Between Fountain Ave and Lexington Ave	Commercial	70.6	70.6	0.1	No
Vine St	Between Hollywood Blvd and Selma Ave	Residential/ Commercial/ Hotel	70.6	70.7	0.1	No
Vine St	Between Santa Monica Blvd and Willoughby Ave	Commercial/ Educational	70.6	70.7	0.1	No
Vine St	Between Sunset Blvd and De Longpre Ave	Residential/ Commercial	70.8	70.9	0.1	No
Vine St	Between De Longpre Ave and Fountain Ave	Commercial	70.8	70.8	0.1	No
Vine St	Between Lexington Ave and Santa Monica Blvd	Commercial/ Hotel	70.7	70.7	0.1	No
Vine St	Between Selma Ave and Sunset Blvd	Residential/ Commercial	70.5	70.6	0.1	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	**Roadway Segment**	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment [a] (B-A)**	**Exceed Threshold?**
Vine St	Between Willoughby Ave and Melrose Ave	Commercial/ Motel	70.5	70.5	0.1	No
Vine St	Between Yucca St and Hollywood Blvd	Commercial/ Educational	70.3	70.3	0.0	No
Vine St	South of Melrose Ave	Residential/ Religious	70.2	70.2	0.1	No
Vine St/Dix St	East of Argyle Ave	Freeway Underpass	56.6	56.6	0.0	No
Vine St/Dix St	West of Argyle Ave	Commercial/ Hotel	57.4	57.4	0.0	No
Vine St/Franklin Ave	Between US-101 SB off-ramp and Yucca St	Commercial/ Hotel	64.7	64.8	0.0	No
Wilcox Ave	Between Franklin Ave and Yucca St	Residential/ Commercial	65.0	65.0	0.0	No
Wilcox Ave	Between Hollywood Blvd and Sunset Blvd	Commercial	65.9	65.9	0.1	No
Wilcox Ave	Between Yucca St and Hollywood Blvd	Residential/ Commercial	65.8	65.8	0.0	No
Wilcox Ave	North of Franklin Ave	Residential/ Commercial	63.4	63.4	0.0	No
Wilcox Ave	South of Sunset Blvd	Commercial	65.6	65.6	0.0	No
Willoughby Ave	Between Cahuenga Blvd and Vine St	Commercial/ Educational	64.6	64.6	0.0	No
Willoughby Ave	East of Vine St	Residential	61.9	61.9	0.0	No
Willoughby Ave	West of Cahuenga Blvd	Commercial	66.2	66.2	0.0	No
Yucca St	Between Argyle Ave and N Gower St	Residential/ Religious	61.4	62.2	0.8	No
Yucca St	Between Ivar Ave and Vine St	Commercial/ Educational	64.5	64.9	0.4	No
Yucca St	Between N Cahuenga Blvd and Ivar Ave	Residential/ Commercial	62.8	63.3	0.5	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

			CNEL (dBA)			
Street	**Roadway Segment**	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment [a] (B-A)**	**Exceed Threshold?**
Yucca St	Between Vine St and Argyle Ave	Residential/ Commercial	64.0	64.6	0.6	No
Yucca St	Between Wilcox Ave and N Cahuenga Blvd	Residential/ Commercial	59.1	59.1	0.0	No
Yucca St	West of Wilcox Ave	Residential	57.9	57.9	0.0	No

[a] Values may not add up exactly due to rounding in the modeling calculations.
SOURCE: ESA, 2020.

11. Pages IV.I-74 and IV.I-75, Mitigation Measures NOI-MM-1, NOI-MM-2, and NOI-MM-3 are revised as follows:

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 ~~state-of-the-art~~ 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 Theatre.

12. Page IV.I-78, the first full sentence in the first paragraph is revised as follows:

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 PPV, which would exceed the 0.50 inch/second PPV significance threshold (FTA Category I, Reinforced concrete, steel, or timber building) at ~~the AMDA Vine building and~~ the Argyle House at the southwest corner of Yucca/Argyle, the 0.30 inch/section PPV significance threshold (Category II, Engineered concrete and masonry) at the AMDA Vine Building, and the 0.12 inch/second PPV significance threshold (FTA Category IV, Buildings extremely susceptible to building damage) at the Avalon Hollywood and the Pantages Theatre.

13. Pages IV.I-79, the shown rows in Table IV.I-17 is revised as follows:

North – 6. AMDA Vine building[f]	3.379	1.432	1.432	1.223	0.563	0.048	0.30[g] ~~0.50[e]~~	**Yes**

[a] Represents off-site building structures located nearest to the Project Site to the north, south, east and west.
[b] Vibration level calculated based on FTA reference vibration level at 25-foot distance.
[c] FTA criteria buildings extremely susceptible to building damage. Significance threshold for the Hollywood Equitable Building is conservative as it is a concrete building, which would have higher vibration limits.
[d] FTA criteria for non-engineered timber and masonry buildings.
[e] FTA criteria for reinforced concrete, steel or timber buildings.
[f] The Project construction activities would be up to the property line adjacent to the buildings. Vibration levels at the property line are best estimate as the FTA reference data are at 25 feet distance and FTA calculation procedure is generally applicable to distances greater than 25 feet.
[g] FTA criteria for engineered concrete and masonry buildings.
SOURCE: AES, Construction Noise & Vibration Impact Study, March 2020. Provided in Appendix K-1 of this Draft EIR~~.~~; ESA, 2020.

14. Pages IV.I-82, the shown rows in Table IV.I-18 have been revised as follows:

Off-Site Receptor Location	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment,[a] VdB						Significance Threshold, ~~dBA (L_{eq})~~ VdB	Potentially Significant Impacts?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
9	63	56	56	55	48	27	~~72~~ 65	No

15. Page IV.I-83, the shown rows in Table IV.I-19 have been revised as follows:

Off-Site Receptor Location	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment,[a] VdB						Significance Threshold, ~~dBA (L_{eq})~~ VdB	Potentially Significant Impacts?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
9	**119**	**112**	**112**	**111**	**104**	**83**	**~~72~~ 65**	**Yes**

16. Pages IV.I-84 to IV.I-86, the first paragraph and Mitigation Measure NOI-MM-4 are revised as follows:

~~The~~ In addition to Mitigation Measure NOI-MM-1, which restricts the use of stationary equipment near off-site historic buildings, the following mitigation measure~~s~~ would reduce potentially significant impacts regarding structural vibration damage:

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 ~~and to the west~~, 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 ~~0.10~~ 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, ~~AMDA Vine 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, ~~AMDA Vine 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., ~~0.10~~ 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 that the regulatory ground vibration levels are exceeded and there is documented evidence including a visual inspection that no damage to historic structures has occurred, the ground vibration levels can be increased to the criteria for the previous building structural category in increments as follows, subject to review and approval by the City, up to a maximum regulatory ground vibration level of 0.5 inch/second (PPV), or equivalent level.~~

- ~~From Category IV to Category III (0.12 to 0.2 inch/second [PPV], or equivalent level),~~
- ~~From Category III to Category II (0.2 to 0.3 inch/second [PPV], or equivalent level), or~~
- ~~From Category II to Category I (0.3 to 0.5 inch/second [PPV], or equivalent level).~~

~~If the regulatory ground vibration level is increased, the warning level shall also be increased matching the corresponding Category as follows (or equivalent levels):~~

- ~~Category I: 0.45 inch/second [PPV]~~
- ~~Category II: 0.25 inch/second [PPV]~~
- ~~Category III: 0.15 inch/second [PPV]~~
- ~~Category IV: 0.10 inch/second [PPV]~~

~~g. If new regulatory and warning levels are set pursuant to Item "f" above, they can be exceeded and increased again pursuant to the same requirements in Item "f".~~

~~h.~~ f. In the event damage occurs to the historic features of historic buildings ~~(finish materials)~~ 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.

17. Page IV.I-86, the first sentence in the last paragraph is revised as follows:

Vibration impacts regarding human annoyance at the nearby noise sensitive receptors would exceed the significance thresholds (65 VdB at buildings where vibration would interfere with interior operations, 72 VdB at residential uses and buildings where people normally sleep, and 75 VdB at institutional uses).

Section IV.K.1, Fire Protection

1. Page IV.K.1-10, the shown row in Table IV.K.1-1 is revised as follows:

Fire Station 76 3111 ~~N.~~ Cahuenga Boulevard	2.3 miles northwest[e]	7:41	7:35	Assessment Engine Paramedic Rescue Ambulance

Section IV.K.2, Police Protection

1. Page IV.K.2-19, the last two sentences of the first paragraph are revised as follows:

These security features would help reduce the potential for on-site crimes, including loitering, theft, and burglaries, and would reduce demand for LAPD services. Project Design Feature POL-PDF-2 provides for a 24-hour/seven-day security program which would include 24-hour security cameras and full-time security personnel who could respond to any unlawful behavior, if any, resulting from on-site alcohol consumption, including excessively loud and disruptive behavior, thus reducing the demand for police protection services. Additionally, the Project Applicant would contribute to the local Business Improvement District (BID), which has a seven day a week security patrol, which would assist in safety services and potentially increase patrols, thereby reducing the Project's need for additional LAPD services.

Section IV.N.1, Wastewater

1. Page IV.N.1-14, the shown rows in Table IV.N.1-2 are revised as follows:

Retail[f]	16,882 sf	50/1,000 sf	844

NOTES: du = dwelling units; sf = square feet, gpd = gallons per day, cf = cubic feet

[a] The generation rates are based on the LASAN sewerage generation factors.

[b] ~~To calculate the number of seats, 1 seat per 15 sf was assumed.~~ The number of restaurant seats is based on the assumption that the entirety of the commercial uses are full service restaurant. The number of seats provided is based on design estimates regarding the number of seats that can fit within the commercial space and outdoor seating.

[c] The lounge use includes a library, multipurpose rooms, kid rooms, and general amenity space.

[d] The swimming pool use includes a 21-cubic-foot water feature.

[e] Totals may not add up due to rounding.

[f] The wastewater generation for retail is in addition to the restaurant use wastewater generation, which accounts for the entire 30,176 sf of commercial space as restaurant space. As such, the inclusion of retail wastewater generation provides a conservative estimate of wastewater generation.

SOURCE: ESA, 2020.

Chapter V. Alternatives

1. Page V-6, the shown row in Table V-1 is revised as follows:

Work VMT per Employee	N/A	4.8	N/A	N/A	N/A	5.0	N/A	N/A	4.5	~~4.7~~ 5.0

2. Page V-43, the third sentence in the second to last paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 2, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

3. Page V-43, the first sentence in the last paragraph is revised as follows:

Alternative 2, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

4. The construction traffic noise analysis for Alternative 2 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were identified in Section IV.I, *Noise,* on page IV.I-76 as less than significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 2 would be significant and unavoidable. Page V-52, the fourth sentence in the first paragraph is corrected as

follows to indicate Alternative 2's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 2 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments, ~~and impacts would be less than significant~~ with the exception of Yucca Street between Argyle Avenue and Gower Street.

5. Page V-66, the second sentence in the first paragraph under (i) Efficient Energy Consumption is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

6. Page V-67, the second sentence in the first paragraph under (ii) Conflict with Plans for Renewable Energy or Energy Efficiency is revised as follows:

Alternative 2, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

7. Page V-85, the third sentence in the second to last paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 3, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

8. Page V-85, the first sentence in the last paragraph is revised as follows:

Alternative 3, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

9. The construction traffic noise analysis for Alternative 3 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were identified in Section IV.I, *Noise,* on page IV.I-76 of the Draft EIR as less than significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 3 would be significant and unavoidable. Page V-93, the fourth sentence in the first paragraph

is corrected as follows to indicate Alternative 3's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 3 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments, ~~and impacts would be less than significant~~ with the exception of Yucca Street between Argyle Avenue and Gower Street.

10. Page V-107, the second sentence in the first paragraph under (i) Efficient Energy Consumption is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

11. Page V-108, the second sentence in the first paragraph under (ii) Conflict with Plans for Renewable Energy or Energy Efficiency is revised as follows:

Alternative 3, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

12. Page V-126, the third sentence in the last paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative ~~3~~ 4, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

13. Page V-127, the first sentence in the first full paragraph is revised as follows:

Alternative 4, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

14. Page V-127, the second to last sentence in the first full paragraph is revised as follows:

As such, Alternative 4 would not exceed the Central APC's employee threshold standard of ~~7.5~~ 7.6.

15. The construction traffic noise analysis for Alternative 4 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were identified in Section IV.I, *Noise,* on page IV.I-76 of the Draft EIR as less than

significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 4 would be significant and unavoidable. Page V-135, the third sentence from the last in the first paragraph is corrected as follows to indicate Alternative 4's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 4 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments, ~~and impacts would be less than significant~~ with the exception of Yucca Street between Argyle Avenue and Gower Street.

16. Page V-149, the second sentence in the first paragraph under (i) Efficient Energy Consumption is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

17. Page V-150, the second sentence in the first paragraph under (ii) Conflict with Plans for Renewable Energy or Energy Efficiency is revised as follows:

Alternative 4, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

18. Page V-168, the third sentence in the second to last paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 5, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

19. Page V-168, the first sentence in the last paragraph is revised as follows:

Alternative 5, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

20. The construction traffic noise analysis for Alternative 5 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were

identified in Section IV.I, *Noise,* on page IV.I-76 of the Draft EIR as less than significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 5 would be significant and unavoidable. Page V-176, the last sentence in the last paragraph, which extends to the first paragraph on page V-177, is revised as follows to indicate Alternative 5's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 5 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments, ~~and impacts would be less than significant~~ with the exception of Yucca Street between Argyle Avenue and Gower Street.

21. Page V-190, the second sentence in the last paragraph is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

22. Page V-191, the second sentence in the first paragraph under (ii) Conflict with Plans for Renewable Energy or Energy Efficiency is revised as follows:

Alternative 5, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

23. Page V-211, the third sentence in the second to last paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 6, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

24. Page V-211, the first sentence in the last paragraph is revised as follows:

Alternative 6, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

25. Page V-228, the second sentence in the first paragraph is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

26. Page V-228, the second sentence in the last paragraph is revised as follows:

Alternative 6, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

27. Page V-247, the third sentence in the first paragraph is revised as follows:

Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 7, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1.

28. Page V-247, the first sentence in the second paragraph is revised as follows:

Alternative 7, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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.

29. Page V-247, the second to last sentence in the second paragraph is revised as follows:

As such, Alternative 7 would not exceed the Central APC's employee threshold standard of ~~7.5~~ 7.6.

30. The construction traffic noise analysis for Alternative 7 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were identified in Section IV.I, *Noise,* on page IV.I-76 of the Draft EIR as less than significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 7 would be significant and unavoidable. Page V-255, the eighth sentence in the first paragraph is revised as follows to indicate Alternative 7's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 7 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the

studied roadway segments, ~~and impacts would be less than significant~~ with the exception of Yucca Street between Argyle Avenue and Gower Street.

31. Page V-269, the second sentence in the first paragraph is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

32. Page V-270, the second sentence in the first paragraph is revised as follows:

Alternative 7, as with the Project, would be designed to meet the USGBC LEED Gold Certification including energy performance optimization features, such as reducing building energy demand by a minimum of 11.6 percent for new construction compared to the ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards.

33. Page V-278, the shown row in Table V-13 is revised as follows:

West Site	35 stories, 469 feet	35 stories, 469 feet	48 stories, ~~209~~ 595 feet

34. Page V-282, the second sentence in the first paragraph under (a) Construction is revised as follows:

The maximum emissions under Alternative 8 would be similar to the 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.

35. Page V-283, the second paragraph and a new paragraph are revised as follows:

At full buildout conditions, maximum NOx emissions would be 76 and 79 pounds per day for the Project and the Project with the East Site Hotel Option, respectively. The daily impact threshold for NOx is 55 pounds per day. Alternative 8 would have a similar land use intensity and result in more traffic than the Project and require a sizeable generator that, along with its collective NOx generating sources, are expected to be above 55 pounds per day. For Alternative 8, at full buildout conditions, maximum NOx emissions would be slightly greater than the Project since Alternative 8 would also require emergency generator capacity similar to the Project and because Alternative 8 results in greater daily vehicle trips as compared to the Project. Like the Project, the primary contributor to Alternative 8's operational emissions is from emergency generator capacity. Thus, Alternative 8 would exceed 55 pounds per day, similar to the Project. Alternative 8 would implement the same Mitigation Measure AQ-MM-2 as the Project to reduce operational NOx levels to a less-than-significant level.

36. Page V-283, a new paragraph after the second paragraph is inserted as follows:

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 NOx emissions would be 79 and 82 pounds per day for the Project and the Project with the East Site Hotel Option, respectively. The daily impact threshold for NOx is 55 pounds per day. Alternative 8 would have a similar land use intensity and require a sizeable generator that, along with its collective NOx generating sources, are expected to be above 55 pounds per day. 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 NOx emissions would be slightly greater than the Project because Alternative 8 results in greater daily vehicle trips as compared to the Project. However, as discussed above, like the Project, 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 NOx emission levels to a less-than-significant level.

37. Page V-284, the last sentence in the first paragraph under (i) Construction is revised as follows:

As Alternative 8 would have a similar scale of development (floor area) and a similar level of construction emissions as under the Project, impacts under Alternative 8 would be similar to the Project for construction of the West Site first or construction of the East Site first.

38. Page V-290, the first two paragraphs are revised as follows:

The construction and occupancy of the Project Site under Alternative 8, as with the Project, would increase GHG emissions over existing conditions. As with the Project, Alternative 8 would incorporate GHG reduction characteristics, features, and measures. Although the State and City have not established quantitative values for GHG emissions, in order to comply with policies and regulations adopted for the purpose of reducing or mitigating GHG emissions, Alternative 8, as with the Project, would incorporate ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1. Alternative 8 would result in increased traffic and higher mobile emissions, and, thus, maximum GHG operational emissions would be higher than the Project. The Project would result in 3,865 daily trips and 24,394 daily VMT and Alternative 8 would result in 5,336 daily trips and 35,989 daily VMT. With incorporation of applicable Project Design Features, GHG emission impacts under Alternative 8, as with the Project, would be less than significant. Due to its higher GHG emissions, impacts under Alternative 8 with respect to GHG emissions on the environment would be greater than the Project.

Alternative 8, as with the Project, with incorporation of ~~AQ-PDF-1, AQ-PDF-2~~ AQ-MM-1, AQ-MM-2 and GHG-PDF-1, would 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. As such, similar to the 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. As discussed under the Transportation subsection, below, Alternative 8 would result in a 4.5 household VMT per capita and a ~~4.7~~ 5.0 employee VMT per capita. The Project would result in 4.8 household per capita VMT and the Project with the East Site Hotel Option would result in a 4.7 household per capita VMT and 4.8 work VMT per employee. As such, Alternative 8 would not exceed the Central APC's household VMT threshold standard of 6.0 or the employee threshold standard of ~~7.5~~ 7.6. Additionally, Alternative 8's VMT would result in lower per resident GHG emissions than the Project. Alternative 8's employee VMT per capita of 5.0 would be higher than its resident VMT per capita of 4.5; however, it should be noted that 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 Project. However, Alternative 8 with its lower household per capita VMT compared to the Project and its low work VMT per employee would meet the objectives of adopted policies and land use strategies to reduce GHGs through mixed-use development within the TPA to a higher extent than the Project, and thus, impacts related to GHG reduction policies would be less than the Project.

39. Page V-297, the last paragraph, which extends to the first paragraph on page V-298, is revised as follows:

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... 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 for construction of the West Site first or construction of the East Site first. Therefore, as with the Project, Alternative 8 would implement Mitigation Measures NOI-MM-1 to NOI-MM-3 to reduce construction noise impacts at off-site noise sensitive receptors to the extent technically feasible. However, as with the 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, as with the Project, construction noise impacts associated with on-site noise sources would remain temporarily significant and unavoidable for Alternative 8. Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments. As with the Project, construction noise levels associated with on-site noise sources would be significant and unavoidable under Alternative 8 for construction of the West Site first or construction of the East Site first. As Alternative 8 would result in a similar duration of construction activity, impacts related to construction noise would be similar to the Project.

40. The construction traffic noise analysis for Alternative 8 correctly indicates that off-site construction traffic noise would be "Similar to the Project", which were identified in Section IV.I, *Noise* on page IV.I-76 of the Draft EIR as less than significant, with exception of temporary significant and unavoidable impacts on Yucca Street between Argyle Avenue and N. Gower Street. Table V-15, on page V-323, also indicates construction noise impacts under Alternative 8 would be significant and unavoidable. Page V-298, the fifth sentence in the first paragraph is revised as follows to indicate Alternative 8's construction noise impacts would be similar to the Project, which is stated as such in the Alternative 8 analysis:

Similar to the Project, maximum construction traffic would not result in significant noise levels (greater than 5 dBA L_{eq}) compared to existing traffic noise levels along any of the studied roadway segments, with the exception of Yucca Street between Argyle Avenue and Gower Street.

41. Page V-299, the fifth sentence of the first paragraph under (a) Construction is revised as follows:

As with the Project, with implementation of Mitigation Measure ~~NOI-MM-8~~ NOI-MM-4 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.

42. Page V-306, the last sentence in the last paragraph, which extends to the first paragraph on page V-307, is revised as follows:

Alternative 8 would have a household VMT of 4.5 per capita and a work VMT of ~~4.7~~ 5.0 per employee.[107]

43. Page V-307, the last paragraph in the first paragraph is revised as follows:

Alternative 8~~'s~~ would have a lower comparative household ~~and work~~ VMT per capita ~~rates are lower than the Project's~~ compared to the Project and would have a low work VMT per capita. ~~, and a~~ As such, impacts with respect to CEQA Guidelines Section 15064(b) are considered to be less than the Project.

44. Page V-310, the first sentence in the first paragraph under (ii) Water Supply is revised as follows:

~~Alternative 8 would increase demand on water supplies and infrastructure.~~ Alternative 8 would increase demand on water supplies and infrastructure.

45. Page V-311, the third paragraph under (iii) Solid Waste, which extends to the first paragraph on page V-312, and associated Footnote 111 are revised as follows:

During operation, Alternative 8's 1,849 employees would generate approximately 19,470 pounds of solid waste per day (based on 10.53 pounds per day per employee) or approximately 3,553 tons per year. After implementation of the City's 65-percent diversion rate, Alternative 8 would generate approximately ~~1,244~~ 1,955 tons per year (3.41 tpd) requiring landfill disposal per year. 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. Alternative 8's addition of ~~3.99~~ 6.27 tpd[111] landfill disposal rate would represent ~~0.07~~ 0.12 percent of Sunshine Canyon's residual daily capacity, assuming diversion.

Footnote 111: Alternative 8's daily disposal in tons assumes that landfills operate six days per week; 52 weeks * 6 days = 312 days. Therefore, the daily disposal is calculated by ~~1,244~~ 1,955 tons / 312 days = ~~3.99~~ 6.27 tpd.

46. Page V-312, the second sentence in the last paragraph is revised as follows:

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 ~~2019~~ 2016 Title 24 Building Energy Efficiency Standards and installing energy efficient appliances.

47. Page V-314, the last sentence in the first paragraph under (3) Relationship to the Alternative to Project Objectives is revised as follows:

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~~ 5.0), Alternative 8 would substantially meet all of the Project Objectives:

Chapter VI. Other CEQA Considerations

1. Page VI-14, the last paragraph is revised as follows:

CEQA Guidelines Section 15128 states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. Such a statement may be contained in an attached copy of an Initial Study. An Initial Study was prepared for the Project and is included in Appendix ~~A-1~~ A-2 of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the Draft EIR. The City determined that the Project would result in less-than-significant or no impacts related to agricultural resources, biological resources, landslides, septic systems, flooding, habitat conservation plans, mineral resources, airstrips or airport proximity or plans, population or housing displacement, ~~schools,~~ and air traffic patterns. For further discussion of these issues and more detailed evaluation of potential impacts, refer to the Project's Initial Study, provided in Appendix ~~A-1~~ A-2 of this Draft EIR.

Appendices

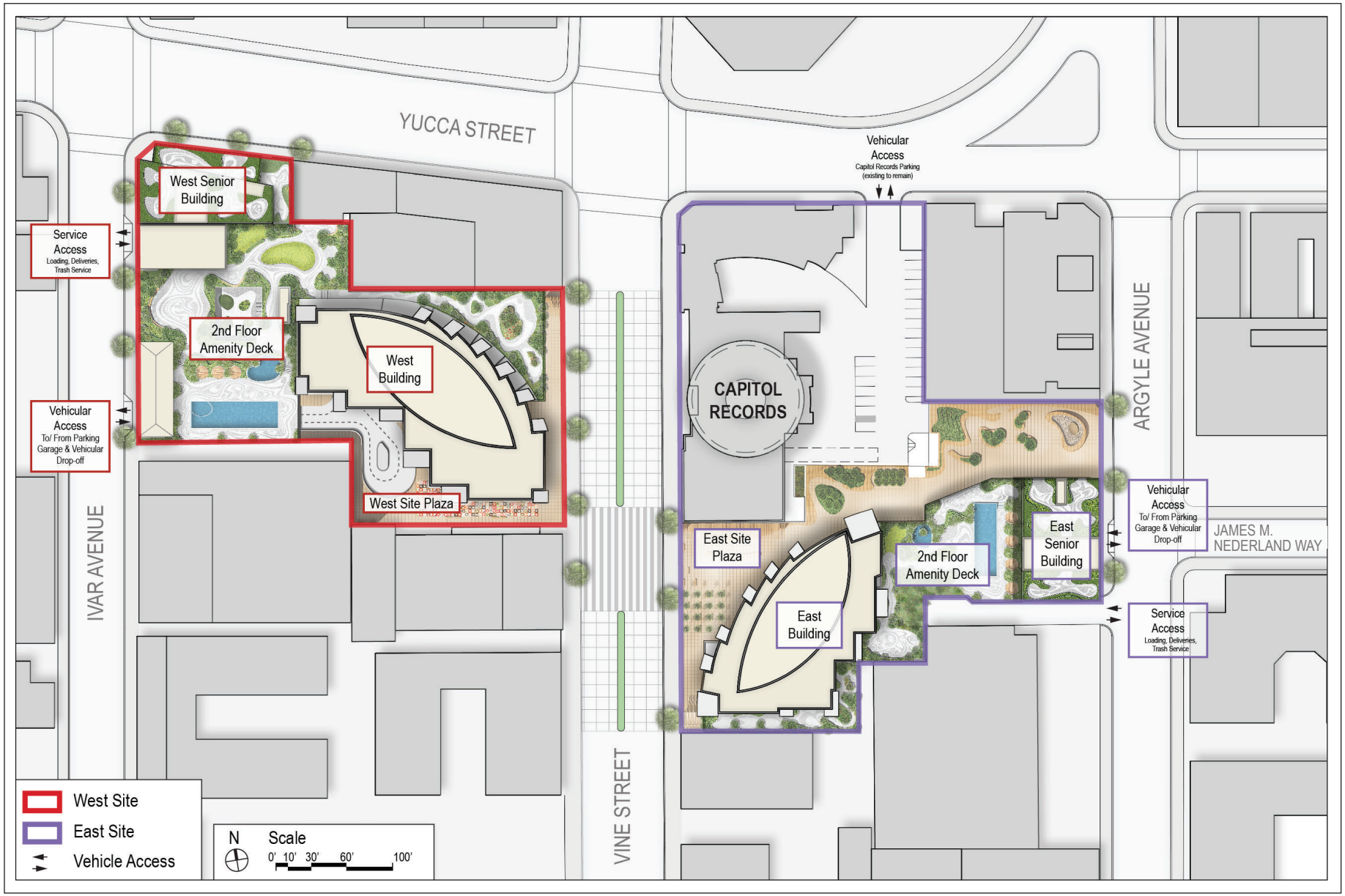
Appendix J, Land Use Plans and Policies: Project Consistency Tables

1. Table LU-4, *Consistency of the Project with Applicable Sections of the Hollywood Redevelopment Plan*, Page 20, the response to Policy 506.2.3, Regional Center Commercial Density, has been revised as follows: **No Conflict**. The proposed Project is requesting an increase from a base ~~6~~ 2:1 and 3:1 floor area ratio (FAR) to a 7:1 FAR. The Project is eligible for an FAR bonus ~~of up to 35 percent (8.1:1 FAR)~~ pursuant to Density Bonus Compliance Review under California Government Code Section 65915 and LAMC Section 12.22 ~~11.5.1~~ for providing at least 11 percent of the ~~total~~ residential units as Very Low Income households.

2. Table LU-4, *Consistency of the Project with Applicable Sections of the Hollywood Redevelopment Plan*, Page 23, the response to Policy 506.2.3, Regional Center Commercial Density, has been revised as follows: **No Conflict**. The proposed Project is requesting an increase from a base ~~6~~ 2:1 and 3:1 FAR to a 7:1 FAR. The Project is eligible for an FAR bonus ~~of up to 35 percent (8.1:1 FAR)~~ pursuant to Density Bonus Compliance Review under California Government Code Section 65915 and LAMC Section 12.22 ~~11.5.1 of the LAMC~~ for providing at least 11 percent of the ~~total~~ residential units as Very Low Income households. ~~Additionally, the Project proposes to remove the "D" Limitation, pursuant to Ordinance No. 165,659, through a proposed Zone Change and Height District Change for the Project Site.~~ Subject to approval of the requested discretionary action to allow an increase in floor area, the Project would be consistent with the FAR objectives of the Redevelopment Project. Review and approval of plans would be conducted by the Planning Department as further described in the analysis of plan provision 506.2.3. As described above, the Project would be substantially consistent with the objectives of the Hollywood Redevelopment Plan

Appendix N-1, Transportation Assessment

1. Page 5, Figure 2A is revised as follows:



Revised Figure 2A

Site Plan

2. Page 3 of Appendix B, the first row is revised as follows:

whether the project would result in impacts due to geometric design hazards or incompatible uses: *1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?* *2. Is the project proposing to, or required to make any voluntary or required, modifications to the way (i.e., street dedications, reconfigurations of curb line, etc.)?*	*1. ~~No~~ Yes* *2. Yes*	Yes, See Transportation Analysis Report Chapter 4

3. In Appendix G, Transportation Assessment Guidelines Intersection Level of Service Worksheets, of the TA, the northbound right-turn overlap for the intersection of Argyle Avenue and the US-101 southbound on-ramp was removed from the CMA spreadsheets as the right-turn phasing was incorrect. The CMA spreadsheets for the future (2027 and 2040) without and with the Project have been updated to reflect this change. Based on the page numbering of the PDF that is provided on the Department of City Planning's website[2], pages 378, 389, 410, and 421 of Appendix G of the PDF are revised as follows:

[2] City of Los Angeles Department of City Planning, Hollywood Center Draft EIR, Appendix N-1, Transportation Assessment.

Level of Service Workheet
(Circular 212 Method)

I/S #:
33

PROJECT TITLE: Hollywood Center
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Future Base (2027)
Count Date: 5/18/2018 **Analyst:** Fehr & Peers **Date:** July 30,2020

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	2	SB--	2	NB--	2	SB--	2
		EB--	3	WB--	2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1325				1325
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	76	1	**76**		156	1	**156**	
	Left-Through		0				0		
	Through	525	2	263		1093	2	547	
	Through-Right		0				0		
	Right	180	1	180		258	1	258	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	84	1	84		112	1	112	
	Left-Through		0				0		
	Through	1304	1	**701**		1205	1	**639**	
	Through-Right		1				1		
	Right	98	0	98		73	0	73	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	22	1	**22**		74	1	74	
	Left-Through		0				0		
	Through	769	2	385		1031	2	**516**	
	Through-Right		0				0		
	Right	71	1	0		124	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	163	1	163		172	1	**172**	
	Left-Through		0				0		
	Through	1177	1	**601**		1132	1	604	
	Through-Right		1				1		
	Right	24	0	24		75	0	75	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	777			*North-South:*	795
				East-West:	623			*East-West:*	688
				SUM:	1400			*SUM:*	1483
VOLUME/CAPACITY *(V/C)* RATIO:					1.057				1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.957**				**1.019**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
33

PROJECT TITLE: Hollywood Center
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Future (2027) + Project - Residential
Count Date: 5/18/2018 **Analyst:** Fehr & Peers **Date:** 7/30/2020

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	2	NB-- 2	SB--	2
	EB-- 3	WB--	2	EB-- 3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1325			1325

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	79	1	**79**	164	1	**164**
	Left-Through		0			0	
	Through	528	2	264	1100	2	550
	Through-Right		0			0	
	Right	184	1	184	266	1	266
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	85	112	1	112
	Left-Through		0			0	
	Through	1308	1	**703**	1209	1	**641**
	Through-Right		1			1	
	Right	98	0	98	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	74	1	74
	Left-Through		0			0	
	Through	799	2	400	1082	2	**541**
	Through-Right		0			0	
	Right	72	1	0	126	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	172	183	1	**183**
	Left-Through		0			0	
	Through	1208	1	**616**	1179	1	627
	Through-Right		1			1	
	Right	24	0	24	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	782		*North-South:*	805
			East-West:	638		*East-West:*	724
			SUM:	1420		*SUM:*	1529
VOLUME/CAPACITY *(V/C)* RATIO:				1.072			1.154
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.972**			**1.054**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
33

PROJECT TITLE: Hollywood Center
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Cumulative Base - Residential (2040)
Count Date: 5/18/2018 **Analyst:** Fehr & Peers **Date:** July 30,2020

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	2	NB-- 2	SB--	2
	EB-- 3	WB--	2	EB-- 3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1325			1325

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	162	1	**162**
	Left-Through		0			0	
	Through	549	2	275	1145	2	573
	Through-Right		0			0	
	Right	183	1	183	267	1	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	86	115	1	115
	Left-Through		0			0	
	Through	1361	1	**732**	1258	1	**667**
	Through-Right		1			1	
	Right	103	0	103	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	77	1	77
	Left-Through		0			0	
	Through	793	2	397	1068	2	**534**
	Through-Right		0			0	
	Right	75	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	176	1	**176**
	Left-Through		0			0	
	Through	1223	1	**624**	1168	1	624
	Through-Right		1			1	
	Right	24	0	24	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	829
			East-West:	646		*East-West:*	710
			SUM:	1457		*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:				1.100			1.162
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.000**			**1.062**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
33

PROJECT TITLE: Hollywood Center
North-South Street: Vine St **East-West Street:** Hollywood Blvd
Scenario: Future (2040) + Project - Residential
Count Date: 5/18/2018 **Analyst:** Fehr & Peers **Date:** 7/30/2020

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	2	NB-- 2	SB--	2
	EB-- 3	WB--	2	EB-- 3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1325			1325

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	82	1	**82**	170	1	**170**
	Left-Through		0			0	
	Through	552	2	276	1152	2	576
	Through-Right		0			0	
	Right	187	1	187	275	1	275
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	87	115	1	115
	Left-Through		0			0	
	Through	1365	1	**734**	1262	1	**669**
	Through-Right		1			1	
	Right	103	0	103	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	1	**22**	77	1	77
	Left-Through		0			0	
	Through	823	2	412	1119	2	**560**
	Through-Right		0			0	
	Right	76	1	0	131	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	1	177	187	1	**187**
	Left-Through		0			0	
	Through	1254	1	**639**	1215	1	647
	Through-Right		1			1	
	Right	24	0	24	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	816		*North-South:*	839
			East-West:	661		*East-West:*	747
			SUM:	1477		*SUM:*	1586
VOLUME/CAPACITY *(V/C)* RATIO:				1.115			1.197
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.015**			**1.097**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Appendix R, Alternatives Analysis

1. Page 6, the shown rows in Table 1 are revised as follows:

2	384 du	0	0	0	30,176 sf	350 seats	~~2,429~~ 2,435	~~15,811~~ 15,910	4.8	[c]	No
8	770 du	133 du	0	386,347 du	27,140 sf	350 seats	5,336	35,989	4.5	~~4.7~~ 5.0	No