



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

City Planning Commission

Date: September 10, 2020
Time: After 8:30 A.M.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing Completed: August 12, 2020
Appeal Status: Vesting Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.
Expiration Date: October 25, 2020
Multiple Approval: Yes

PROJECT LOCATION: 1624-1648 Wilcox Avenue and 6430-6440 Hollywood Boulevard

PROPOSED PROJECT: The Project includes the development of a mixed-use building, comprised of 260 multi-family residential dwelling units, up to 10 percent (26 units) of which would be set aside for Workforce Housing, and 8,800 square feet of new commercial uses. As part of the Project, the existing two-story, 9,000-square-foot commercial Attie Building, a contributing historic structure to the Hollywood Boulevard Commercial and Entertainment District would be rehabilitated and restored. New development would be a maximum of 160 feet in height. Upon completion, the Project would include 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. The Project is an Environmental Leadership Development Project (ELDP) under Assembly Bill 900, certified by the Governor's Office on October 10, 2019.

Case No.: CPC-2016-3176-VZC-HD-VCU-MCUP-SPR
CEQA No.: ENV-2016-3177-EIR
Related Case: VTT-74371
Council No.: 13 – O'Farrell
Plan Area: Hollywood
Overlay: Hollywood Signage Supplemental Use District, Hollywood Redevelopment Plan
Certified NC: Central Hollywood
Proposed Land Use: Regional Center Commercial
Current Zone: C4-2D-SN, C4-2D
Proposed Zone: C4-2D-SN, C4-2D
Applicant: Dave Twerdun
6436 Hollywood Blvd., LLC & 1624 Wilcox Ave., LP
Representative: Mark Armbruster; Armbruster Goldsmith & Delvac, LLP

REQUESTED ACTIONS:**ENV-2016-3177-EIR**

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the Project was assessed in the Hollywood Wilcox Project Environmental Impact Report (EIR) No. ENV-2016-3177-EIR (State Clearing House No. 2017051079), previously certified on August 12, 2020, and no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2016-3176-VZC-HD-VCU-MCUP-SPR

1. Pursuant to LAMC Section 12.32 F, a Vesting Zone and Height District Change from C4-2D-SN/C4-2D to C4-2D-SN/C4-2D to modify the D Limitation to allow a maximum FAR of 4.5:1 in lieu of the otherwise permitted 2:1 FAR per Ordinance No. 165,660 (Subareas 90 and 220);
2. Pursuant to LAMC 12.24 T.4 and 12.24 W.19, a Vesting Conditional Use Permit to permit Floor Area Averaging in a Unified Development;
3. Pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit to allow the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project restaurants and retail stores;
4. Pursuant to LAMC Section 16.05, Site Plan Review for the development of a project that results in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:**ENV-2016-3177-EIR**

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the Environmental Impact Report (EIR) No. ENV-2016-3177-EIR (State Clearing House No. 2017051079) which includes the Draft EIR dated February 2020, the Final EIR, dated July, 2020, Errata dated August 2020, previously certified on August 14, 2020; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2016-3177-VZC-HD-VCU-MCUP-SPR

1. **Recommend that the City Council Approve**, pursuant to LAMC Section 12.32 F, a Vesting Zone and Height District Change from C4-2D-SN/C4-2D to C4-2D-SN/C4-2D to modify the D Limitation to allow a maximum FAR of 4.5:1 in lieu of the otherwise permitted 2:1 FAR per Ordinance No. 165,660 (Subareas 90 and 220);
2. **Approve**, pursuant to LAMC Section 12.24 T and 12.24 W.19, Floor Area Averaging in a Unified Development;
3. **Approve**, pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit to allow the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project restaurants and retail stores;
4. **Approve**, pursuant to LAMC Section 16.05, Site Plan Review for a project that would result in 260 dwelling units;

5. **Adopt**, the attached Conditions of Approval; and
6. **Adopt**, the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



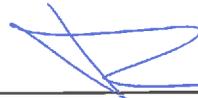
Luciralia Ibarra, Principal City Planner



Milena Zasadzien, Senior City Planner



Alan Como, AICP, City Planner



Jason McCrea, Planning Assistant
Phone: (213) 847-3672

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213)978-1295.

TABLE OF CONTENTS

Project Analysis	A-1
Project Description	
Background	
Site Plan Analysis	
Issues	
Conclusion	
(T) Tentative Conditions	T-1
(Q) Qualified Conditions	Q-1
D Development Limitations	D-1
Conditions of Approval	C-1
Findings	F-1
General Plan Findings	
Entitlement Findings	
CEQA Findings	
Public Hearing and Communications	P-1

Exhibits:

A – Project Plans

A-1 Architectural and Landscape Plans

A-2 Renderings

Please Note: The Department of City Planning has requested the Applicant submit additional renderings with an updated plan set for the Commissions consideration, to be provided in a supplemental transmittal.

B - Mitigation Monitoring Program

C - LADOT Approval Letter

D – Zone Change Map

Environmental Impact Report (EIR) links:

Erratum: https://planning.lacity.org/eir/hollywood_and_wilcox/errata.pdf

Final EIR: <https://planning.lacity.org/development-services/eir/hollywood-and-wilcox-project-2>

Draft EIR: <https://planning.lacity.org/development-services/eir/hollywood-and-wilcox-project-1>

ELDP Administrative Record: <https://planning.lacity.org/development-services/eir/hollywood-and-wilcox-project-0>

PROJECT ANALYSIS

PROJECT DESCRIPTION

The Project includes the development of a mixed-use building, comprised of 260 multi-family residential dwelling units, up to 10 percent (26 units) of which would be set aside for Workforce Housing (150% Area Median Income) and 8,800 square feet of new commercial uses, comprised of 5,600 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. The Attie building would retain 5,420 square feet of ground floor commercial space, and 3,580 square feet of office space. In total, including the Attie Building, the project would provide 17,800 square feet of commercial uses.

The Project includes new construction along Hollywood Boulevard and along Wilcox Avenue. Along Hollywood Boulevard, the Project would demolish a non-contributor to the Hollywood Boulevard Commercial and Entertainment District, and replace it with a one story commercial structure. Along Wilcox, the Project would develop a new mixed-use structure consisting of 260 residential units, 3,200 square feet of ground floor commercial use, and associated parking. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1.

The Project would provide 420 parking spaces within two subterranean levels, one at-grade level, and two above-grade levels. Access to vehicle parking would be located midblock on Wilcox Avenue. Vehicle and bicycle parking requirements and detail are provided below. The Project would provide 269 long-term and 35 short term bicycle parking spaces.

The Project would provide a total of 33,750 square feet of residential open space, including 7,111 square feet of landscaped common open space. Open space would be provided on Floors One, Two, Four and 12, within both interior amenity spaces and exterior open spaces. The Project would also provide exterior balconies for the residential units. Additionally, the Project includes 65 new trees.

On November 8, 2016, voters in the City of Los Angeles approved and passed Measure JJJ, the "Build Better LA Initiative". The Project was deemed complete on September 12, 2016, and includes a Vesting Tentative Tract Map, as well as Vesting Zone Change and Vesting Conditional Use. Therefore, the Project is not subject to the zone change provisions of Measures JJJ.

Project Rendering

Project Summary		
Use		<u>Provided</u>
Residential	Studio	20
	One Bedroom	140
	Two Bedroom	87
	Three Bedroom	13
	<u>Total Units</u>	<u>260</u>
	Total Residential Square Footage	261,092 Sq. Ft.
Commercial		
	Retail Square Footage	5,600 Sq. Ft.
	Restaurant Square Footage	3,200 Sq. Ft.
	Total New Commercial Space	8,800 Sq. Ft.
Attie Building Restoration	Office space	3,580 Sq. Ft.
	Commercial space	5,420 Sq. Ft.
	Total Commercial Square Footage	17,800 Sq. Ft.
Total Project Square Footage		278, 892 Sq. Ft.

Open Space

Based on the number of units and the mix of unit types, the Project is required to provide a minimum of 29,150 square feet of usable open space, pursuant to LAMC Section 12.21 G.

Open Space Required			
Unit Type	LAMC Requirement per Unit (Sq. Ft.)	Unit Count	Open Space Required (Sq. Ft.)
Studio	100	20	2,000
One Bedroom	100	140	14,000
Two Bedroom	125	87	10,875
Three Bedroom	175	13	2,275
Total		260	29,150

In total the Project would provide approximately 33,750 square feet of usable open space, consisting of approximately 21,400 square feet of common open space, 4,250 square feet of interior amenity space, and approximately 3,500 square feet of private open space in the form of balconies along each elevation from Floors 3 to 14. The Project would be required to provide 25% of the common open space as planted open space, and the Project would provide 7,111 square feet of planted area at floors one, two, four, and 12. The Project would provide indoor amenity spaces at the first and second floors consisting of a 700 square foot lounge or computer room, and 950 square foot theater, respectively. In addition, a second floor outdoor dog run deck would be provided. At the fourth floor the Project would provide a 600 square foot library and music room, a 1,000 square foot library terrace, a 2,000 square foot gym and yoga studio, a 5,600 square foot outdoor pool area, and 5,800 square feet of outdoor courtyard amenities such as fire pits, seating, and landscaped areas open to the sky. Portions of the fourth floor amenity would extend to the roof of the new commercial construction along Hollywood Boulevard, specifically the pool area would be located above the commercial building. At the 12th floor, the Project would provide an 11,200 square foot sky deck, consisting of outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky.

Overall, the Project will provide a total of 33,750 square feet of usable open space, where a total of 29,150 square feet of usable open space is required for the Project. In addition, the Project would provide 65 new trees, located at the first, second, fourth, and twelfth floors, and would retain existing street trees along Hollywood Boulevard and would provide six new street trees along Wilcox Avenue.

Provided Open Space			
Location	Use	Amount (Sq. Ft.)	Total (Sq. F.t)
Common Open Space			
Outdoor			
Floor 2	Dog Run Deck	1,800	1,800
Floor 4	Pool Deck	5,600	12,400
Floor 4	Inner Courtyard	4,600	
Floor 4	Inner Courtyard – East	1,200	
Floor 4	Library Terrace	1,000	
Floor 12	Sky Deck	11,200	11,200
Outdoor Open Space Subtotal		-	25,400
Indoor			
Floor 1	Lounge/Computer Room	700	700
Floor 2	Theater	950	950
Floor 4	Library/Music Room	600	2,600
Floor 4	Gym and Yoga Studio	2,000	
Indoor Open Space Subtotal			4,250
Private Open Space			
Floors 3-15	Balconies	3,500 (70 DU)	3,500
Total Open Space			33,750

Project Access

Vehicular access for the Project would be provided mid-block along Wilcox Avenue and would include both residential and commercial access to the two subterranean and three above grade parking levels. The Project proposes to utilize the current curb cut along Wilcox Avenue for vehicle access.

Bicycle access would be provided adjacent to the pedestrian entryway along Wilcox Avenue, with long-term spaces located at the ground floor within the interior of the building, and short-term spaces located at the ground floor along Wilcox Avenue.

Pedestrian access for residents would be provided at the ground floor along Wilcox Avenue. Commercial uses would be located at the ground floor, fronting both Hollywood Boulevard and Wilcox Avenue, providing pedestrian access directly from the public Right-Of-Way, including a new full width 15-foot ADA complaint sidewalk along Wilcox Avenue.

Bicycle and Vehicle Parking

Residential Vehicle Parking

The Project would be required to provide residential and commercial vehicle parking pursuant to LAMC Section 12.21. Based on the unit mix, a total of 430 spaces would be required for the residential uses. These parking spaces would be located within two subterranean levels and at three above grade floors. In addition, the Project is utilizing the bicycle replacement provisions

pursuant to LAMC 12.21 A.4, to reduce the required residential vehicle parking by 10 percent, or 43 spaces, providing a total of 387 residential parking spaces.

Required Residential Vehicle Parking			
Unit Type	Unit Count	Parking Rate	Total Required
Studio	20	1/ unit	20
One Bedroom	140	1.5/ unit	210
Two Bedroom	87	2/ unit	174
Three Bedroom	13	2/ unit	26
Total			430
Bike Parking Reduction (10%)			43
Total (After Reduction)			387
Total Provided			387

Commercial Vehicle Parking

The Project Site is located within the Hollywood Redevelopment Plan Area and the Los Angeles State Enterprise Zone which, pursuant to LAMC Section 12.21 A.4(x)(3)(2), requires two parking spaces per 1,000 square feet of commercial use.

Required Commercial Parking			
Use	Sq. Ft.	Parking Rate	Total Required
Retail / Restaurant	17,800	2 /1,000	36
Bike Parking Reduction (10%)			-3
Total Provided			33

Based on the respective floor area of the commercial uses, the total amount of required commercial parking for the Project would be 36 spaces. The Project is utilizing both the State Enterprise Area parking standards and a 10 percent bike parking reduction to provide 33 parking spaces.

Residential Bicycle Parking

Based on the unit count, the Project is required to provide 260 long-term and 26 short-term bicycle parking spaces, pursuant to LAMC Section 12.21 A.16(a)(1)(i), and as delineated in the table below. The Project was deemed complete September 12, 2016 and includes a Vesting Tentative Tract Map which results in the Project being subject to the bicycle parking ordinance in effect at that time. The bicycle parking requirements at the time of the Project being deemed complete are displayed in the table below. In addition, the Project is utilizing the bicycle replacement provisions pursuant to LAMC 12.21 A.4, to reduce the required residential vehicle parking by 10 percent. The Project will provide a total of 286 bicycle parking spaces for residential uses, comprised of

26 short-term and 260 long-term spaces. Short-term spaces are located at the ground floor along Wilcox Avenues with long-term spaces located at the ground floor, accessible from Wilcox Avenue.

Required Residential Bicycle Parking				
	Space per DU	Dwelling units	Required Spaces	Provided Spaces
Long-Term	1 per unit	260	260	260
Short-Term	1 per 10 units	260	26	26

Commercial Bicycle Parking

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

Required Commercial Bicycle Parking							
Use	Sq. Ft.	Long-Term	Required Spaces	Provided Spaces	Short-Term	Required Spaces	Provided Spaces
Retail/ Restaurant	24,000	1 / 2,000 Sq. Ft	12	12	1 / 2,000 Sq. Ft.	12	12

Setbacks and Density

Pursuant to LAMC Section 12.16 C, setbacks are not required for commercial uses. The C4 Zone defaults to the R4 Zone for residential setbacks, which the first residential level must comply with. Pursuant to LAMC Section 12.22 A.18(c)(3), mixed-use projects are not required to provide residential setbacks for elevations which front a public street, private street, or alley, provided the ground floor is used solely for commercial uses and residential access. The Project proposes zero setbacks along Hollywood Boulevard and Wilcox Avenue and the east elevation of the site which abuts private alleyways. At Floor 4, the first residential level, the Project provides a 16-foot setback along the south elevation.

The Project Site is zoned C4-2D-SN and C4-2D and has a Regional Center Commercial Land Use Designation. Properties in Regional Center Commercial designations may utilize the R5 lot area per dwelling unit, or density, pursuant to LAMC Section 12.22 A.18 (a). The Project would utilize the R5 area regulations to permit the proposed number of dwelling units.

Requested Entitlements

To implement the proposed project, the following entitlements are requested:

Zone Change and Height District Change to amend the "D" Limitation on the site to allow a maximum of 4.5:1 FAR.

Vesting Conditional Use Permit to permit Floor Area Averaging in a Unified Development.

Master Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages to allow the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project restaurants and retail stores.

Site Plan Review for a project resulting in 260 dwelling units.

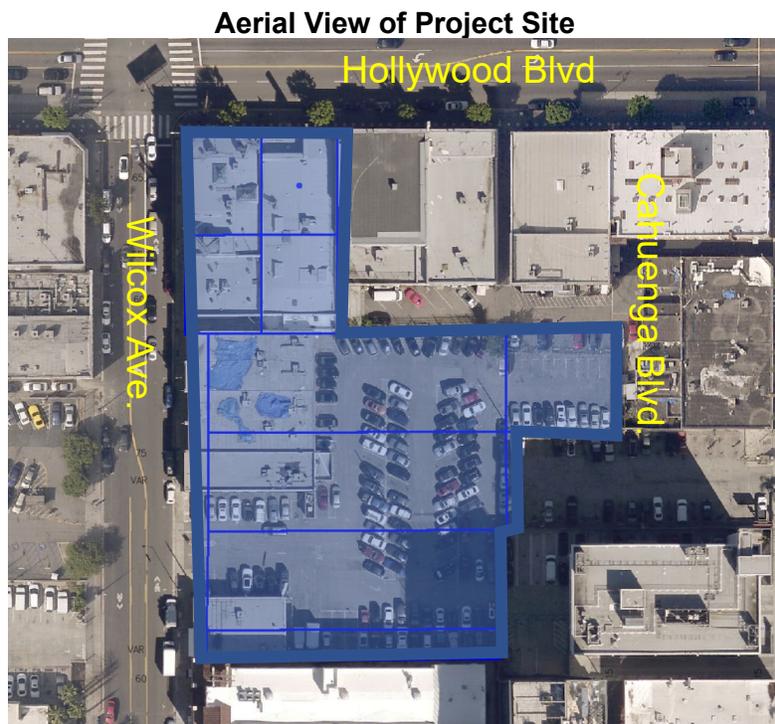
The Project as assessed in a previously certified Environmental Impact Report (EIR) On August 14, 2020, the City of Los Angeles certified the Final EIR, ENV-2016-3177-EIR (State Clearinghouse No. 2017051079), detailing the potential environmental impacts resulting from the Project. The EIR identified On-Site Construction Noise, On-Site and Off-Site Construction Vibration (Human Annoyance), Cumulative On-Site Construction Noise, Cumulative Off-Site Construction Noise, Cumulative Off-Site Vibration (Human Annoyance), as areas where the Project would result in significant and unavoidable environmental impacts. All other environmental impacts would be less than significant with or without mitigation, or would result in no impacts

In addition, the following entitlements have been previously approved:

Related Vesting Tentative Tract Map: On August 12, 2020 the Advisory Agency certified the Hollywood Wilcox EIR, ENV-2016-3177-EIR (State Clearing House No. 2017051079) and approved a Vesting Tentative Tract Map No. VTT-74371 for the merger and re-subdivision of the 1.38 net-acre site into three (3) ground floor commercial lots and three condominium lots with a maximum of 260 residential apartment units, up to 10 percent (26 units) of which would be set aside for Workforce Housing and 17,800 square feet of commercial space in the C4 Zone; a merger of approximately 2,043 square feet of area along Wilcox Avenue; and a Haul Route for the export of up to 58,000 cubic yards of soil, as shown on the map stamp-dated August 24, 2018. This case was not appealed and the decision is final.

BACKGROUND

The Project Site is located at the southeast corner of Hollywood Boulevard and Wilcox Avenue, as shown in the aerial view below. The Project Site is a relatively flat, rectangular parcel comprised of 79,890 gross square feet, or 59,993 net square feet (1.4 Acres) after dedication, with approximately 100 feet of frontage along Hollywood Boulevard to the North, and approximately 560 feet of frontage along Wilcox Avenue. The Project Site is currently improved with four (4) commercial structures, totaling 20,200 square feet of floor area, with an interior surface parking area accessed by a driveway along Wilcox Avenue. At the corner of Hollywood Boulevard and Wilcox Avenue, the Project Site is improved with the historic Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District which is listed in the National Register of Historic Places. As part of the Project, the Attie Building would be restored and retained as commercial space.



Land Use Policies

General Plan Land Use Designation and Zoning

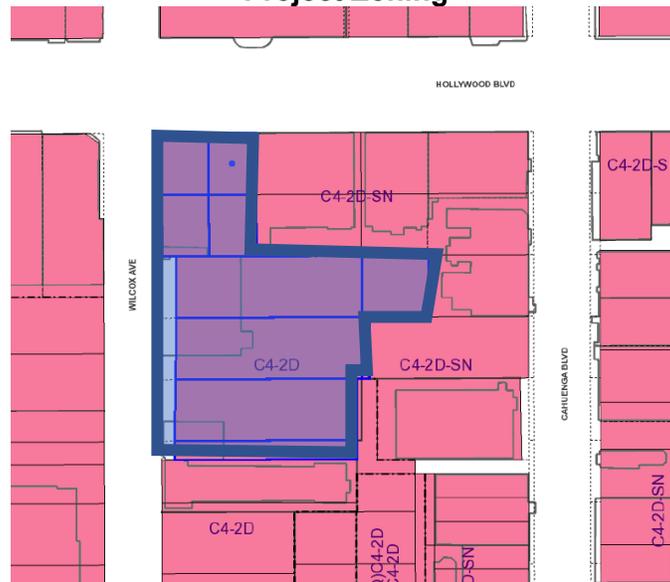
The Project Site is located within the Hollywood Community Plan, which designates the Site for Regional Center land uses, which has corresponding commercial, parking, and residential/accessory service zones of C2, C4, P, PB, RAS3, RAS4. The Project Site is commercially zoned C4-2D-SN and C4-2D. The Project Site is subject to Community Plan Footnote Number 9 which requires development seeking a FAR above 4.5:1 be approved with City Planning Commission approval.

Map of General Plan Land Use Designations



As shown above, immediate surrounding land use designations on all sides are Regional Center Commercial, with a Public Facilities designation to the east along Ivar Avenue for the Francis Howard Goldwyn – Hollywood Regional Library.

Project Zoning



The Project is currently zoned C4-2D-SN and C4-2D, as shown in the map above. The C4 Zone also allows for any land use permitted in the R4 (Multiple Residential) Zone, which includes one- and two-family dwellings, apartment houses, multiple dwellings, and home occupations. The R4 Zone requires a minimum lot area of 400 square feet per dwelling unit. In addition, pursuant to LAMC Section 12.22 A.18(a), developments combining residential and commercial uses may develop any land use permitted in the R5 Zone, which allows for a residential density of 200 square feet per dwelling unit, or 299 units at the Project Site. Height District 2 imposes a limitation on FAR of 6:1. The “D Limitation” on the site corresponds to Ordinance 185,660, and limits the FAR to 2:1 across the site, and the height for parcels along Hollywood Boulevard on the site to

45 feet. The “SN” designation indicates that the parcel is located in the Hollywood Signage Supplemental Use District (HSSUD) (Ordinance No. 176,172).

The Project proposes a Zone and Height District Change to remove the “D Limitation” on the site. The proposed Zone Change and Height District Change would maintain Height District 2, which within the C4 Zone does not impose a height limitation and limits FAR to 6:1. The Project does not propose any changes to the Supplemental Use District designation, and parcels fronting Hollywood Boulevard would remain the only parcels subject to the HSSUD.

Hollywood Center

As identified in the Hollywood Community Plan, the Project Site is located within the Hollywood Center, which is intended to serve as the focal point of the community, and spans both sides of Sunset and Hollywood Boulevards from La Brea Street to Gower Street. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community and states that “[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.”

Hollywood Community Plan Update

The City Planning Department is currently in the process of updating the 1988 Hollywood Community Plan, and the update is currently in the Draft EIR comment phase. The Draft Hollywood Community Plan identifies the Project Site as a Regional Center, with a FAR of 2:1 along Hollywood Boulevard and a maximum of 4.5:1 for parcels fronting Wilcox Avenue. The Project Site is located within the proposed Community Plan Implementation Ordinance (CPIO), and would be subject to the regulations within if the Plan is adopted in the future.

Hollywood Historic District

Existing Conditions

Properties located to the north of the Project Site across Hollywood Boulevard on either side of Wilcox Avenue are within the Hollywood Historic District, range in height from two to four stories, are primarily commercial or mixed use, with historic architectural elements, reflecting the varied styles and uses of the Historic District.

Properties located to the south of the Project Site are zoned C4-2D, and [T][Q]C4-2D-SN and are improved with various commercial buildings ranging in height from two to nine stories, as well as surface parking lots.

Properties located to the east and west of the Project Site are zoned C4-2D-SN and consist of commercial buildings of varied heights and architectural styles ranging from one to three stories. The buildings reflect the varied nature of the historic district.

Beyond these properties are other mid-to high-rise commercial, residential, and mixed-use buildings, surrounding the intersections of Hollywood Boulevard and Vine Street and Hollywood Boulevard and Highland Avenue and the eponymous Metro B Line (Red) Stations.

Streets and Circulation

Wilcox Avenue is a designated Modified Avenue III in the Mobility Plan. It is oriented in the north-south direction and is located adjacent to the western boundary of the Project Site. Per the Mobility Plan, Wilcox Avenue adjacent to the Project Site requires a 20-foot half-width roadway within a 35-foot half-width right-of-way. It provides two 18-foot travel lanes, one lane in each direction. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street in the vicinity of the Project Site.

Cahuenga Boulevard is a designated Modified Avenue II south of Franklin Avenue and a designated Avenue I north of Franklin Avenue in the Mobility Plan. It is oriented in the north-south direction and is located east of the Project Site. It generally provides four 10- to 18-foot travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street in the vicinity of the Project Site.

Hollywood Boulevard is a designated Avenue I in the Mobility Plan. It is oriented in the east-west direction and is located adjacent to the northern boundary of the Project Site. Per the Mobility Plan, Hollywood Boulevard adjacent to the Project Site requires a 35-foot half-width roadway within a 50-foot half-width right-of-way. It generally provides four 10- to 18-foot travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One and two-hour metered parking is generally available on both sides of the street in the vicinity of the Project Site.

Selma Avenue is a designated Local Street per the Mobility Plan 2035, requiring a right-of-way width of 60 feet and a roadway width of 36 feet. It is a two-way street providing one travel lane each in the east-west direction, and is improved with paved roadway, concrete curb, gutter, and sidewalk. On-street parking is generally available on both sides of the street, with some restrictions.

Freeway Access and Surrounding Public Transit

Primary regional freeway access to the Project Site is provided by US-101, which generally runs in a northwest-southeast direction and is located approximately 0.35 miles east of the Project Site. Project access to and from US-101 is available via on- and off-ramps at Cahuenga Boulevard, Highland Avenue, Western Avenue, Franklin Avenue, Gower Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard. The Project Site is well-served by public transit, including both bus and rail service. The Hollywood/Vine Metro B Line (Red) Station is located approximately 0.25 miles from the Project Site. The Project is also served by 13 bus lines in the surrounding area, including Metro and LADOT bus lines (2/302, 180/181, 210, 212/312, 217, 222, 237/656, 780 Rapid, DASH Beachwood Canyon, DASH Hollywood, DASH Hollywood/Wilshire, and LADOT Commuter Express lines 422 and 423. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

In addition to the above bus lines, Metro operates the B Line (Red) subway approximately 0.25 miles from the Project Site. The Metro B Line (Red) runs between North Hollywood and downtown Los Angeles, connecting with the Metro G Line (Orange) in North Hollywood, the Metro D Line (Purple) at Wilshire Boulevard, the Metro A Line (Blue) and Metro E Line (Expo) in downtown Los Angeles, and the Metro L Line (Gold) at Union Station. The Metro B Line (Red) Hollywood/Vine Station is located approximately 0.3 miles from the Project Site, and the Metro B Line (Red) Hollywood/Highland Station is approximately 0.5 miles from the Project Site.

Surrounding Bike Lanes

A Bicycle route exists on Wilcox Avenue directly adjacent to the Project Site, and as identified in the City of Los Angeles Mobility 2035 Plan, a future protected bicycle lanes along Hollywood Boulevard. In the vicinity of the Project Site, dedicated bicycle lanes exist along Cahuenga Boulevard, Fairfax Avenue, and Bronson Avenue. Bicycle routes are located along Vine Street between Yucca Street and Wilshire Boulevard, Argyle Avenue between Franklin Avenue and Selma Avenue, Van Ness Avenue between Fountain Avenue and La Mirada Avenue, Franklin Avenue between Argyle Avenue and St. George Street, Yucca Street between Highland Avenue and Argyle Avenue, Selma Avenue between Highland Avenue and Bronson Avenue, Selma Avenue between Highland Avenue and Gower Street. Yucca Street west of Vine Street to Highland Avenue is the City's first "Bicycle Friendly Street," with additional infrastructure for bicycles, such as flow restrictions for vehicles, signage, and "sharrows." In addition, bicycle routes exist along Selma Avenue, Orange Drive, Wilcox Avenue, Vine Street, Argyle Avenue, Van Ness Avenue, Odin Street, Franklin Avenue, Yucca Street, and Fountain Avenue. Based on the City of Los Angeles Mobility 2035 Plan, the bicycle system in the immediate vicinity of the Project Site would be expanded to include protected bicycle lanes along Hollywood Boulevard, dedicated lanes along Vine Street, and Class III lanes along La Brea Avenue, Highland Avenue, Sunset Boulevard, and Santa Monica Boulevard. However, the proposed dedicated bicycle lanes are not scheduled for implementation at this time.

Relevant Cases:

On-Site:

VTT-74371: At its hearing on August 12, 2020 the Advisory Agency approved Vesting Tentative Tract Map No. VTT-74371 for the merger and re-subdivision of the 1.38 net-acre site into three (3) ground floor commercial lots and three condominium lots with a maximum number of 260 residential apartment units, up to 10 percent (26 units) of which would be set aside for workforce housing and 17,800 square feet of commercial space in the C4 Zone; a merger of an existing street easement along Wilcox Avenue; and a Haul Route for the export of up to 58,000 cubic yards of soil. This case was not appealed and the decision is final.

Ordinance No. 165,660: Effective May 6, 1990, an Ordinance establishing "D" Limitations for the site. The site includes two subareas, subarea 220 applies to parcels fronting Hollywood Boulevard, and limits FAR to 2:1 with a height limit of 45 feet. Subarea 90 applies to parcels fronting Wilcox Avenue, and limits FAR to 2:1 with no height limitation.

Surrounding Properties within a 500-foot radius:

CPC-2007-3931-ZC-HD-CUB-CU-ZV-SPR: At its meeting of September 17, 2008, the City Planning Commission approved with conditions and recommended that the City Council adopt a Zone Change and Height District Change for the proposed construction of a of 120 guest room hotel with ancillary amenity spaces resulting in a 5.3:1 FAR located at 6415 Selma Avenue. Additionally the Commission approved a Master Conditional Use Permit for the on-site sale and consumption of alcohol and live entertainment and dancing, a variance for outdoor rooftop food and beverage service, and a request to increase the number of compact parking spaces and modifications of various parking layout design requirements, and Site Plan Review approval. The recommendation was approved by the City Council at its meeting of November 11, 2008.

CPC-2008-4001-ZC-HD-SPR-ZAA-CUB-CUX: At its meeting of October 28, 2009 the City Planning Commission approved with conditions and recommended that the City Council adopt a Zone Change and Height District change for the adaptive reuse of an historic building with up to 80 hotel guest rooms, a ground level restaurant, subterranean night club, health spa and rooftop bar and pool, and demolition of an existing one story building and construction of a three level commercial and parking structure with ground level retail, subterranean hotel services, upper level hotel offices and three parking levels located at 6381-6385 Hollywood boulevard and 1708-1720 Cahuenga Boulevard. The Commission also approved a request for a Conditional Use to permit the sale and dispensing of alcoholic beverages for on-site consumption in the C4 Zone, a Conditional Use to permit entertainment uses for hotel and non-hotel patrons, a Zoning Administrator's Adjustment to allow zero yard setbacks on the side and rear yards on all lots from ground to sky and on all subterranean levels for the hotel parking, retail, office and service uses on the subterranean level and above-ground levels of the parking structure on the two northern lots and for the rooftop addition, subterranean access and northern entryway to the Security Pacific Bank Building; and a Site Plan Review. The Project would result in a FAR of 4.5:1. The recommendation was approved by the City Council at its meeting of February 17, 2010.

CPC-2020-3738-ZCJ-HD-VCU-MCUP-SPP-SPE-RDP: The Department of City Planning received an application for the demolition of 21,413 square feet of commercial buildings and the construction of new 14-story, 213-foot in height, 217,269 square foot office/commercial building. The application is still pending.

Environmental Clearance

The City of Los Angeles released the Final EIR, ENV-2016-3177-EIR (State Clearing House No. 2017051079), on July 31, 2020 detailing the potential environmental impacts resulting from the Project. The EIR identified On-Site Construction Noise, On-Site and Off-Site Construction Vibration (Human Annoyance), Cumulative On-Site Construction Noise, Cumulative Off-Site Construction Noise, Cumulative Off-Site Vibration (Human Annoyance), as areas where the Project would result in significant and unavoidable environmental impacts.

On August 14, 2020, the Deputy Advisory Agency certified the EIR in conjunction with the approval of Case No. VTT-74371 and adopted a Statement of Overriding Considerations, providing justification that the overriding public benefits of the project outweigh the temporary construction noise and vibration impacts. This decision was not appealed.

Environmental Leadership Development Project (AB 900)

The Project Applicant submitted an application to the Governor for certification of the Project as a leadership project under AB 900, as amended by AB 246, and the application was subject to public review from February 2, 2019, through March 7, 2019. On March 13, 2019, the California Air Resources Board issued Executive Order G-18-122, determining that the Project would not result in any net additional GHG emissions for purposes of certification under AB 900. On October 10, 2019, the Governor certified the Project as an eligible project under AB 900, and the Governor's Office of Planning and Research (OPR) forwarded the Governor's determination to the Joint Legislative Budget Committee. According to PRC Section 21184(b)(2)(C), if "the Joint Legislative Budget Committee fails to concur or nonconcur on a determination by the Governor within 30 days of the submittal, the leadership project is deemed to be certified." The Joint Legislative Budget Committee issued a concurrence letter on November 8, 2019, and as a result,

the Project has been deemed certified. The Governor's certification and Joint Legislative Budget Committee's concurrence letter are provided in Appendix B of the Draft EIR.

As part of the Environmental Leadership Development Project (ELDP) certification requirements, the Project will be conditioned to provide an energy efficient building which reduces energy consumption by 22 percent below LEED baseline, outdoor water use 30 percent below code required baseline, indoor water use 35 percent below code required baseline, transportation efficiencies with result in a 15 percent reduction in VMT, a minimum of 105 kilowatts of solar energy generation on site, and the purchase of carbon credits with offset operation and construction. The Project would also be required to pay prevailing wages for construction workers, as well as contributing \$100 Million to the California economy upon completion of construction.

Public Hearing and Noticing

A duly-noticed joint public hearing for the Project was held on August 12, 2020, which was conducted by both the Hearing Officer on behalf of the City Planning Commission, and the Deputy Advisory Agency to consider the Vesting Tentative Tract map (VTT-74371). Public comment was generally supportive of the additional housing, jobs, and investment in the Hollywood area. Some concerns about new construction along Wilcox Avenue were raised. (see Public Hearing and Communications, Page P-1).

ENTITLEMENT ANALYSIS

Entitlements

Vesting Zone Change and Height District Change

The project site consists of approximately 1.38 acres, with the site zoned C4-2D-SN and C4-2D, with a Regional Center Land Use Designation, which allows for multi-family residential and commercial uses. The Regional Center Commercial land use designation and Hollywood Center, as defined in the Hollywood Community Plan, are intended to concentrate development around transit stations and existing centers with an up to 6:1 FAR. The Project Site is adjacent to both the Hollywood/Vine Metro B (Red) Line Station and a concentrated center around the station with new development up to 6:1 FAR. The Zone Change request would amend the “D” Limitation on the site to allow a 4.5:1 FAR across the site, to allow or a mixed use development providing housing within walking distance to a heavy rail station and within a defined Regional Center.

The City’s General Plan land use designations and policies anticipate higher-density development along the Hollywood corridor and in proximity to mass transit. The project’s proposed density and 4.5:1 FAR is in line with the density anticipated within the Hollywood regional center. The project represents an opportunity to redevelop the site with a project that is compatible with the existing and future developments in the area and that would directly contribute to the City’s pertinent goals for housing, economic development, and neighborhood connectivity by providing a significant number of residential units and commercial uses in proximity to regional transit and the varied cultural, educational, and entertainment uses of Hollywood.

In addition, T, Q, and D conditions are being imposed. The T conditions would guarantee public right-of-way dedications and streetscape improvements along Wilcox Avenue in conformance with the Mobility Plan 2035 and City Street Standards. As part of these improvements, a new full width 15-foot ADA-compliant sidewalk would be installed along Wilcox Avenue where there is new construction. Associated Q conditions would limit development on the site to the proposed mixed-income residential, and commercial uses. D limitations would set limits on density and height in-line with the proposed development.

On November 8, 2016, voters in the City of Los Angeles approved and passed Measure JJJ, the “Build Better LA Initiative”. The Project was deemed complete on September 12, 2016, and includes a Vesting Tentative Tract Map, as well as Vesting Zone Change and Vesting Conditional Use. Therefore, the Project is not subject to the zone change provisions of Measures JJJ.

Vesting Conditional Use for Floor Area Averaging

The averaging of floor area ratios may be permitted for buildings which comprise a unified commercial or mixed-use development in the C zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. However, the floor area ratio of the unified development, when calculated as a whole, may not exceed the maximum permitted floor area ratio for the height district in which the unified development is located.

The Project Site is comprised of three separate legal lots, as approved by VTT-74371, and development on the lots would range from 1:1 and 2:1 FAR for commercial structures in the parcels fronting Hollywood Boulevard to 5.4:1 FAR for the new mixed use construction along Wilcox Avenue, with an average 4.5:1 FAR for the entire site. The average 4.5 FAR would be lower than the maximum 6:1 FAR envisioned by the Community Plan, and consistent with the 4.5:1 request as part of the associated Zone Change. Floor area averaging would allow the project to provide

an appropriate mix and synergetic balance of uses distributed across the site. Without the FAR averaging approval, the residential component of the site would be reduced, providing fewer units adjacent to residential areas. The Averaging also supports the rehabilitation and restoration of the historic Attie Building by allowing for more residential units in the development. Therefore, FAR averaging would allow full utility and flexibility of the amenities and uses proposed for the site and which would serve the surrounding community and rehabilitate and retain a contributor to the adjacent Hollywood Commercial and Entertainment District Historic District.

Master Conditional Use for Alcohol Sales

The project proposes the on-site and off-site sales of alcohol service within 3 establishments within the commercial and restaurant spaces, including outdoor dining area. The alcohol-sale establishments would follow an established pattern of permitting alcohol sales along commercial corridors and in proximity to compatible uses, including numerous entertainment uses in Hollywood such as adjacent theaters along Hollywood Boulevard and Sunset Boulevard. The proposed sales and services would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood.

Site Plan Review

The residential tower component of the Project utilizes a modern architectural style with a variety of materials and façade uniformity through a “skin” cladding system with recessed balconies on either side of a deeper inset mass midblock on Wilcox Avenue. Each level has vertical fenestration which is patterned to be off-set from adjoining levels to create rhythm, vary the façade and create visual interest. At the ground floor of the tower, double height ceilings with strong vertical elements are meant to evoke a modern Art Deco style of architecture to be compatible with the period of significance of the Hollywood Boulevard Commercial and Entertainment District. Floor to ceiling glass creates an active and inviting pedestrian environment along the commercial frontages of Wilcox Avenue.

Along Hollywood Boulevard, the new one-story commercial space matches the overall building height and horizontal storefront datum of the Attie Building and incorporates elements which also draw from the historic nature of the Historic District. Strong vertical elements, with floor to ceiling glass and a similar rhythm of store fronts to the Attie have been designed in conformance with the Secretary of the Interior’s Standards. The materials, colors, window patterns, and roof elements are modern, but draw inspiration from the surrounding historic structures.

Vehicle entry to the Project is provided exclusively along Wilcox Avenue at an existing curb cut, minimizing pedestrian conflicts along Hollywood Boulevard. The ground floor along Wilcox Avenue has been designed to clearly delineate between the vehicle parking, commercial uses, and residential entry to the Project through differentiated massing, signage, and design. The commercial uses are designed with a tighter pattern vertical and horizontal fenestration, while the parking entry is recessed into the mass with widths and elements that make it clear it is a vehicle entry, while finally the residential lobby and amenities have a more gradual vertical and horizontal fenestration and a taller ceiling.

Urban Design Studio - Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning’s Urban Design Studio - Professional Volunteer Program (PVP) on October 15, 2019. The Urban Design Studio has adopted a three design approaches in evaluating projects to reflect the new Citywide Design Guidelines, these consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted

Design. The following issues, concerns, and recommendations were discussed regarding the project design:

Pedestrian First Design

- Emphasize and differentiate the residential lobby entry from commercial uses along the Wilcox frontage.
- Improve access to the pet area/washing station, located in the interior of the lot, as access appears to be on a ramp which may present additional accessibility challenges.

360-Degree Design

- Match the datum of the new construction along Hollywood Blvd. to that of the historic Attie Building.
- Utilize more fine grained details for the new construction along Hollywood Blvd. to match the historic Attie Building.
- Provide detail on glazing on the windows of the Attie Building and its contextual appropriateness.

In response to the above comments, the Project has incorporated the following:

Pedestrian First

- Additional detail has been added to the ground floor treatment of Wilcox Avenue. The ground floor along Wilcox Avenue has been designed to clearly delineate between the vehicle parking, commercial uses, and residential entry to the Project through differentiated massing, signage, and design. The commercial uses are designed with a tighter pattern of vertical and horizontal fenestration, while the parking entry is recessed into the mass with widths and elements that make it clear it is a vehicle entry, while finally the residential lobby and amenities have a more gradual vertical and horizontal fenestration and a taller ceiling.

360 Degree Design

- New construction along Hollywood Boulevard was revised to feature pilasters that create a three-bay rhythm, matching the adjacent Attie building. In addition, the new construction was updated to match in color and compatible material. The façade design has been changed to have a more solid appearance with an approximate proportion of 1:1–1.5 and similar to the Attie building.
- Details were provided regarding the window glazing on the Attie Building which will be clear glass, as will glazing on the new construction along Hollywood Blvd. Historic photographs show the Attie Building with clear glass storefront windows.

The Applicant clarified the following:

Pedestrian First:

- The residential lobby entry and commercial uses were not changed. The Applicant stated that the spaces are separated by a vehicular parking driveway, there will be signage to delineate the residential lobby, the residential lobby is recessed further than the commercial storefront to delineate a more private entrance than that of the more publicly accessible commercial use, and also has a raised planter next to the entry.
- Location and access were not changed for the pet area / washing station. The path of travel to the pet area / washing station does not exceed 5% slope and does not require a handrail.

360-Degree Design

- The new construction along Hollywood Boulevard maintains a continuous street wall with the adjacent Attie building façade.

In addition to the modifications described above, further design changes were made as a result of feedback from the Department of City Planning – Urban Design Studio, and in response to comments received on the Draft EIR. New construction along Hollywood Boulevard was redesigned to incorporate more colors, materials, and fenestration to better integrate the construction into the historic district, as well as matching the datum with the Attie building. Additionally, the new construction along Wilcox Avenue was redesigned to also incorporate similar elements to allow the new construction to relate better to the historic district.

The design of the tower component of the Project was revised to minimize massing, by emphasize the more vertical elements of the building, giving an impression of a series of buildings, with a change in rhythm to be generally consistent with the storefront widths along Hollywood Boulevard.

ISSUES

Design

As discussed above, the Department has continued to work with the Applicant to refine the design of the Project. Meetings in the fall of 2019 resulted in an improved treatment of the Attie Building. Meetings in the winter of 2019 began an iterative process, with additional meetings in the spring and Summer of 2020. The culmination of the discussions and community input resulted in the current design proposal.

6440 Hollywood Boulevard

As discussed above, the Department has expressed concerns with the design of the Project, which included specific concerns over the detail, renderings, and treatment of a new one story building adjacent to the Attie Building. Subsequent public comment raised concerns about the treatment and historic integrity of the structure. As discussed in the Cultural Resources Section of the Draft EIR, the 6440 Hollywood Boulevard existing structure has been altered beyond preservation and preservation or restoration would not be in keeping with the Secretary of the Interior's Standards. Nonetheless, the original design of the new construction in that location raised concerns with the Department. A subsequent design revision in response to Department concerns and public comment received at the DEIR resulted in a revised design which better integrates the structure into the Historic District. At the tract hearing Hollywood Heritage raised the same concerns, without evidence, that the existing structure should be retained, and expressed a desire to continue discussions with the Applicant. As discussed in the DIER, and at the hearing, the building located at 6440 Hollywood Boulevard is not a contributing structure to the Historic District.

CONCLUSION

The Project would redevelop property currently improved with 29,200 square feet commercial by constructing a new mixed-use development comprised of 260 dwelling units and up to 17,800 square feet of commercial space, located 0.25 miles from a heavy rail station. As proposed, the Project would be consistent with the scale, height, and density envisioned by and in support of numerous goals and objectives of the General Plan, Hollywood Community Plan and Hollywood Redevelopment Plan, while improving the pedestrian environment and connectivity of the surrounding area. Based on the information submitted, the testimony received at the public hearing, the Department of City Planning recommends that the City Planning Commission approve the Project, as proposed.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedications/Improvements and Responsibilities/Guarantees.

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

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** Payment of the Quimby fee shall be based on the C4 Zone and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 74556 was deemed complete on October 28, 2016.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit A and dated August 31, 2020 and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. The project shall be constructed in a manner consistent with the following:
 - a. A maximum of 260 residential units, of which 26 units (10 percent) shall be reserved for Workforce Households. and
 - b. A maximum of 17,800 square feet of commercial space.
2. **Affordable Units.** A minimum of 26 units, or 10 percent of the total dwelling units, shall be reserved as affordable units, as defined by HCIDLA.
3. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 26 units available to Workforce Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
4. The use and development of the 260 multi-family units shall not be permitted to operate as a Transit Occupancy Residential Structure (TORS). To enable the TORS apartment/hotel hybrid use, the applicant is required to request a Conditional Use Permit.

D LIMITATIONS

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

A. Development Limitations:

1. **Floor Area Ratio.** The total floor area over the Project Site shall not exceed a 4:5:1 floor area ratio (FAR), or a total of 278,892 square feet.
2. **Building Height.** Building height shall be limited to a maximum of 45 feet for parcels fronting Hollywood Boulevard, and otherwise limited to a maximum height of 160 feet, consistent with Exhibit A, dated August 31, 2020.

CONDITIONS OF APPROVAL

Pursuant to Section 12.24 W.19, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code (LAMC), the following conditions are hereby imposed upon the use of the subject property:

Floor Area Averaging Conditions

1. **Floor Area Ratio (FAR).** The maximum permitted Floor Area Ratio averaged across the site shall be no greater than a 4.5:1 FAR.
2. **Covenant.** The applicant shall file a covenant running with the land with the Department of Building and Safety prior to the issuance of any building permits. The covenant shall include a guarantee to continue the operation and maintenance of the development as a unified development; shall indicate the floor area and, if applicable, density used on each parcel and the floor area and, if applicable, density potential, if any, that would remain; shall guarantee the continued maintenance of the unifying design elements; and shall specify an individual or entity to be responsible and accountable for this maintenance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to LAMC Section 19.11.
3. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A, as approved by the City Planning Commission.

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

Site Plan Review

4. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped Exhibit A and dated August 31, 2020 and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
5. **Electric Vehicle Parking.** Electric vehicle parking shall be provided pursuant to the Municipal Code.
6. **Rooftop Solar Photovoltaic.** A minimum of 105 kilowatts of solar panels shall be installed as shown on Exhibit A, dated August 31, 2020, and shall be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

7. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.
8. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A, dated August 31, 2020, Landscape Plan (Sheet 36).
 - a. **Tree Wells.**
 - i. The minimum depth of tree wells shall be as follows:
 1. Minimum depth for trees shall be 42 inches.
 2. Minimum depth for shrubs shall be 30 inches.
 3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 4. Minimum depth for an extensive green roof shall be three inches.
 - ii. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
 1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
 2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
 3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).
 - b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
 - c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
9. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
10. **Trash/Storage.**
 - a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
 - b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
 - c. Trash/recycling containers shall be locked when not in use.
11. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

Master Conditional Use

12. Approved herein is a Master Conditional Use Permit to allow for the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project restaurants and retail stores.
13. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
14. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit A, except as may be revised as a result of this action.
15. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Zoning Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
16. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
17. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
18. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.
19. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
20. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
21. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct

does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

22. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.
23. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
24. The Applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
25. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
26. **Security.** A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
27. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
28. **Master Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Master Plan Approval (MPA) determination pursuant to LAMC Section 12.24 M, or as otherwise provided for in the LAMC for on-site alcohol sales in conjunction with the operation of restaurants and bars, in order to implement and utilize the Master Conditional Use authorization granted. The purpose of the Master Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises subject to analysis of the venue's individual mode and character of operations including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. These conditions may include additional conditions not included in the Master Conditional Use Conditions of Approval. A Plan Approval without a hearing may be granted by the Chief Zoning Administrator if the operator agrees to the Conditional Use Permit Conditions.
29. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

- 30. Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
- 31. Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the new business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.
- 32. MViP – Monitoring, Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01-E,3 - Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations, and Section 19.04 - Miscellaneous ZA Sign Offs shall be paid to the City.
- a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.
- 33. Covenant and Agreement.** Within 30 days of the effective date of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

Environmental Conditions

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

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

35. Mitigation Monitor. During the construction phase and prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

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

36. Tribal Cultural Resource Inadvertent Discovery. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities¹, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.

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

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Administrative Conditions

- 37. Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
- 38. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 39. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

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

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

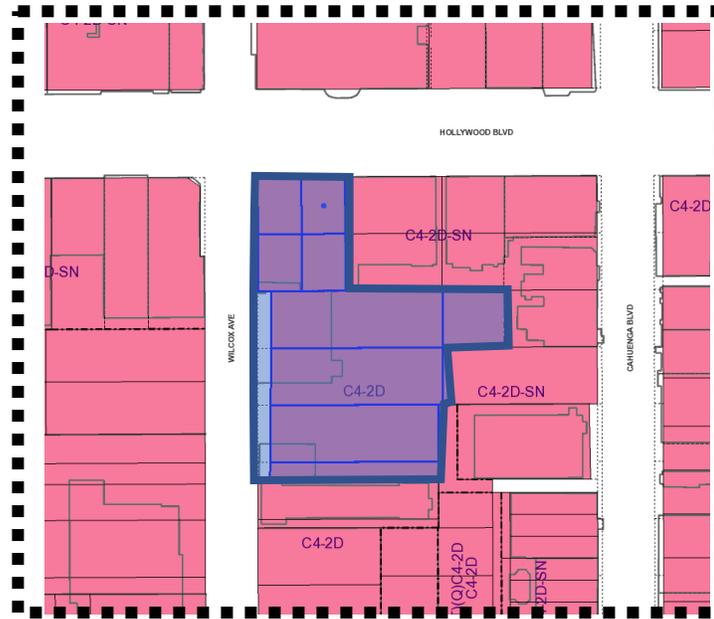
Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan Findings

1. General Plan Land Use Designation.

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The Project Site is a relatively flat, irregular shaped site, comprised of six (6) parcels consisting of 59,933 square feet (1.37 net acres). The General Plan Framework Element identifies the site as Regional Center Commercial, per the Framework Map Figure 3-1. The Community Plan currently designates the Project Site for Regional Center Commercial land uses, with corresponding zones of the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Community Plan is implemented by the Zoning Code located in the Los Angeles Municipal Code. The Site is currently zoned C4-2D-SN and C4-2D, which is consistent with the range of zones permitted under the land use designation. The Regional Center Commercial land use is also subject to Footnote 9 of the Community Plan, which limits development to a maximum FAR of 4:5:1, or 6:1 with a transfer of development rights or City Planning Commission approval. In conjunction with the C4 Zone, Height District 2, permits a maximum FAR of 6:1 and does not restrict the number of stories or height. However, existing "D" Development conditions of Ordinance No. 165,660 (Subareas 90 and 220) applicable to the site limit FAR to 2:1 and limit the parcels fronting Hollywood Boulevard to a maximum building height of 45 feet. The proposed zone change would not change the zoning of the site, but would rather modify the "D" Development to increase the allowable floor area on the site from 2:1 to a 4.5:1 floor area ratio (FAR) and proposes no change to the height restrictions. Therefore, the modified C4-2D-SN and C4-2D Zone would also be consistent with the General Plan Land Use Designation. The C4 Zone is consistent throughout the surrounding area of the Project Site. As shown below, the Project Site is outlined in blue, while the dashed outline is the Hollywood Center, as identified in the Hollywood Community Plan; spanning both sides of Sunset Boulevard and Hollywood Boulevard from La Brea Street to Gower Street. The Hollywood/Vine Metro Station is located approximately 0.25 miles east of the Project Site. The Hollywood Community Plan intends for the Hollywood Center to serve as the focal point of the community, stating that "[t]his center area shall function: 1) as the commercial center for Hollywood and surrounding communities; and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area." The Project is also within the Hollywood Redevelopment Project Area.



The proposed uses, site design, height, parking, and density are consistent with both the provisions of C4 Zone and the Regional Center Commercial designation.

2. General Plan Text.

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

Framework Element

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

The Framework's Long-Range Diagram identifies the Project Site together with adjacent commercial areas generally bounded by, Sunset Boulevard to the south, La Brea Avenue to the West, Gower Street to the East, and Franklin Avenue to the north, as a Regional Center and as a focal point of regional commerce, identity, and activity. Regional Centers typically contain a diversity of uses, act as transportation hubs, and fall within a range of floor ratios from 1.5:1 to 6:1, characterized by building heights of six to 20 stories.

The Project involves the demolition of an existing surface parking lot and four (4) commercial buildings totaling 20,200 square feet of floor area, and the development of a new mixed-use building that includes 260 dwelling units, of which ten (10) percent (26 units) of the total units would be set aside for Workforce Housing, and 17,800 square feet of ground floor commercial

space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum FAR of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

The Project would be consistent with the uses, density, and development type envisioned by the General Plan Framework. The project site is currently developed with surface parking and commercial buildings with two parcels fronting the Hollywood Boulevard Commercial and Entertainment Historic District. The proposed project would be an in-fill development resulting in a FAR of up to 4.5:1, with building heights between one and 15 stories, and comprised of retail, restaurant, office, and residential uses. The Project consists of the type of development envisioned by the Framework Element within a Regional Center; namely, "housing with commercial uses . . . in concert with supporting services, recreational uses, open spaces and amenities," As well as within walking distance to transit facilities. The project would intensify the use on the site and would providing a diverse mix of housing and employment to the area, consistent with the Regional Center designation of the site.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Project supports and will be generally consistent with the General Plan Framework Land Use Chapter, which includes Figure 3-1 which designates the site as a Regional Center, as it accommodates development of residential and commercial uses in accordance with the applicable policies of the Hollywood Community Plan, which as mentioned above, also designates the site Regional Center Commercial. Specifically, the Project would comply with the Regional Center based on the following goals, objective and policies, as set forth in the General Plan Framework Land Use Chapter:

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

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

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

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

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

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

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

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

The Project proposes the demolition of an existing surface parking lot and four (4) commercial buildings totaling 20,200 square feet of floor area, and the development of a new mixed-use building that includes 260 dwelling units, of which ten (10) percent (26 units) of the total units would be set aside for Workforce Housing, and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum FAR of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

The Hollywood Center is characterized by varied uses, including medium- to high-density residential, commercial, and office uses, as well as specialized uses supporting the motion picture industry. The area surrounding the Hollywood/Vine Metro Station is characterized by medium-to-high density mixed-use developments and pedestrian infrastructure such as a scramble crosswalk at the intersection of Hollywood Boulevard and Vine Street. The surrounding area includes numerous amenities within walking distance, such as retail, restaurants, entertainment venues, and historic theaters. The area immediately surrounding the Project Site is characterized by commercial and residential uses, with numerous retail shops along Hollywood Boulevard. The immediate vicinity of the Project Site is characterized by varied heights and density. The Project, as proposed, is consistent with uses, scales, and intensities in the surrounding area, and provides pedestrian-oriented design features that further facilitate the walkability of the surrounding area. In addition, the Project would provide additional needed housing within the Hollywood Center, including Workforce Housing, with different unit configurations to serve current and future housing needs. Lastly, the Project

proposes neighborhood-serving commercial uses, which would contribute additional options to the Hollywood Center for residents, workers, visitors, and tourists, while encourage non-automobile trips.

The Project Site is served by 13 transit lines within walking distance including Metro and LADOT bus lines 2/302, 180, 181, 210, 212, 217, 222, 237/656, 780 Rapid, DASH Beachwood Canyon, and DASH Hollywood/Wilshire, DASH Hollywood, LADOT Commuter Express 422, and LADOT Commuter Express 423. A LAX FlyAway Shuttle stop is also located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. As such, the Project is in close proximity to a variety of transit options residents and guests of the Project.

The Project will retrain and restore the historic Attie Building, as well as the You Are A Star mural along Wilcox Avenue. The restored Attie Building will include commercial space for tenants, and will remove alterations which negatively affect the eligibility of the structure. The Attie is a contributor to the Hollywood Boulevard Commercial and Entertainment Historic District, a district listed on the National Register of Historic Places, and the restoration of the building will affirm the Attie's contribution to the district.

The Project would reduce vehicle trips and vehicle miles traveled due to the Project's pedestrian-orientated design, bicycle access and infrastructure, and proximity to rail and bus transit, commercial uses, entertainment uses, amenities, and jobs. The Project design, mix of uses, and intensity will also contribute to the intended character of the Hollywood Center, while locating new residents and jobs within an established center respecting nearby established neighborhoods. The Project will contribute to the appropriate distribution of land as described by the Land Use Chapter due to its location in a Regional Center well served by transit, proposed mix of uses consistent with the goals of the Hollywood Center, proposed neighborhood-serving commercial space, proposed housing for various income levels and household sizes, and retention and restoration of the historic Attie Building .

Chapter 4: Housing

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

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

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

Policy 4.1.4 *Reduce overcrowded housing conditions by providing incentives to encourage development of family-size units.*

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

As proposed, the Project would redevelop an existing commercial use with a new mixed-used project that includes 260 dwelling units, of which ten (10) percent (26 units) of the permitted

base density would be set aside for Workforce Housing (150% AMI), comprised of studio, one-bedroom, two-bedroom units, and three-bedroom units. The Project includes two- and three-bedroom units which provide additional options for families of various sizes, including those with multigenerational members aging with family. The Project Site is located along a transit corridor, 0.25 miles from the Hollywood/Vine Metro Station, and served by 13 bus lines, with connections and access to jobs, entertainment, and amenities within Hollywood, West Hollywood, North Hollywood, Century City, Koreatown, Downtown and the Greater Los Angeles region. Therefore, the Project's provision of various unit sizes, income levels, and proximity to a transit station meets the Goals, Objectives, and Policies of the Housing Chapter of the Framework Element.

Chapter 7: Economic Development Chapter

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

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

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

Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

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

Goal 7C: *A City with thriving and expanding businesses.*

Objective 7.3: *Maintain and enhance the existing businesses in the City.*

Policy 7.3.2: *Retain existing neighborhood commercial activities within walking distance of residential areas.*

The Project would be consistent with the above goals, objectives, and policies through the proposed mix of uses and additional residents generated by the Project. Both the new commercial space and commercial space in the restored historic building complement the existing retail and commercial base along Hollywood Boulevard and the surrounding area. The proposed uses both support and are supported by their proximity to the Hollywood/Vine Metro Station, and the high concentration of uses commercial, retail, and entertainment uses throughout the Hollywood Center. The additional residents and commercial uses will contribute to the concentration of activity in the Hollywood Center, further supporting the area as one of the City's destinations for residents, businesses, and tourists.

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

Objective 7.9: *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services*

and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's workforce to both live and work in the city.

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors, and other development nodes identified in the General Plan Framework Element to "optimize the impact of City capital expenditures on infrastructure improvements."*

As previously mentioned, the Project would provide a mix of uses including new housing and commercial employment opportunities for a community that is within 0.25 miles of the Hollywood/Vine Metro Station and 13 bus lines. The housing would include units set aside for Workforce Households (150% AMI), as well as studio, one-bedroom, two-bedroom units, and three-bedroom units providing additional housing options for the area. By enabling the construction of a supply of housing in proximity to existing jobs and services, the Proposed Project would be consistent with the above listed goals, objectives and policies of the Economic Development Chapter of the Framework Element.

Citywide Design Guidelines

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

Pedestrian First Design

The Project would provide a transparent ground floor, street-facing storefronts and at-grade entryways that provide shelter and promote active street use by pedestrians along Wilcox Avenue. New construction along Wilcox Avenue includes floor to ceiling glass at store fronts, and incorporates elements to maintain datums, rhythm, and store front sequencing with the Attie Building, improving the pedestrian realm. New construction along Wilcox Avenue includes a differentiated pedestrian entry, full width ADA compliant sidewalks, ground floor commercial space, and floor to ceiling glass, promoting walkability and pedestrian activity along the street. New construction along Hollywood Boulevard includes floor to ceiling glass, earth toned materials, similar store front spacing and number to the adjacent historic resource, and modern adaptations of art deco elements integrating the construction with the historic district, while promoting a consistent streetwall and architectural theme, and maintaining rhythm and store front sequencing with the Attie Building.

360-Degree Design

The Project design implements materials, colors, fenestration, massing, datums, and vertical patterns which draw from the surrounding historic district, integrating the new construction with adjacent development. All sides of the new construction on Wilcox Avenue incorporate design elements or approaches which integrate them with adjacent development. At the south, the building steps back from the historic Hotel Mark Twain, respecting the historic resource. The western elevation along Wilcox Avenue is broken into three masses, with the outer two masses utilizing a cladding system with recessed balconies and vertical panels that shift every two floors, with colonnade panels creating a defined outer plane. The recessed

middle mass along Wilcox Avenue utilizes a glass and metal cladding treatment with balconies and glass railings to continue to create façade depth and visual interest.

Climate Adapted Design

The Project is certified ELDP, and as part of the ELDP certification requirements, the Project will be conditioned to provide an energy efficient building which reduces energy consumption by 22 percent below LEED baseline, outdoor water use 30 percent below code required baseline, indoor water use 35 percent below code required baseline, transportation efficiencies with result in a 15 percent reduction in VMT, a minimum of 105 kilowatts of solar energy generation on site, and the purchase of carbon credits with offset operation and construction. The Project includes balconies which are inset from the façade of the structure, providing shading the unit and balcony while still providing fresh air and ventilation.

Housing Element

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

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

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

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

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

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

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

The Project would accommodate various income levels, (Workforce Households and Market Rate, and unit types (a mix of studio, one-bedroom and two-bedrooms), within a major commercial and employment center and within 0.25 miles of the Hollywood/Vine Metro Station, and walking distance to bus lines. The Project Site is within proximity to multiple major transportation corridors served by 13 bus lines. These bus and rail transit connections provide access to North Hollywood, West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport.

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

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

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

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

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

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

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

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

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

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

The Project proposes mixed-income housing, with neighborhood-serving commercial space at the ground floor. As a mixed-use development, the Project provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area.

The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. The design has incorporated elements, materials, and form that draws from the historic district along Hollywood Boulevard, integrating new construction with the historic resource on site and larger district. In addition, the Proposed Project would enhance livability of the area by upgrading the quality of development and creating a pedestrian-friendly, landscaped public right-of-way.

Lastly, the Project provides housing at various income levels, Workforce Households and Market Rate, that would be transit and pedestrian accessible. Residents would have the option of walking or taking transit to the numerous retail, restaurant, entertainment, and employment uses within Hollywood and the surrounding area. Transit service would also reach the West Hollywood, Century City, and Santa Monica job, retail, and entertainment centers. DASH service provides connections to recreation and entertainment options in Griffith Park including

the Hollywood Bowl, Los Angeles Zoo, and Griffith Park facilities. The Metro B Line (Red) Hollywood/Vine Station located 0.25 miles from the Project Site would further facilitate connections to North Hollywood, Koreatown, Downtown, and Union Station, which has rail connections throughout the region. By locating high density residential and commercial uses in a job center that is well served by transit, the Project would allow future residents to utilize alternative means of transportation in their commutes, in addition to opportunities for workers to live in close proximity to their place of employment. The Project would include employment opportunities within the ground floor commercial space, as well as providing housing and promoting a jobs-housing balance within the Hollywood Center.

Mobility Element

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

Chapter 2: World Class Infrastructure

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

The Project would provide a combination of ground floor commercial uses, including some outdoor seating along Wilcox Avenue. The Project's design and improvements would create an inviting pedestrian experience, including pedestrian elements along Wilcox Avenue by providing floor to ceiling glass, a consistent streetwall, bicycle parking, and ground floor commercial spaces and outdoor dining recessed from the public right of way. While the Project is requesting a merger of an existing street easement along Wilcox Avenue, the Bureau of Engineering has required a full width ADA compliant 15 foot sidewalk with tree wells along the length of the new construction on Wilcox Avenue. The Project is not required to make improvements to the Hollywood Boulevard frontage, as the sidewalk contains the Hollywood Walk of Fame, but the Project would maintain the existing heights and streetwall, therefore, the Project will not detract from the existing character of Hollywood Boulevard. The Project would provide 65 trees, which will include six (6) street trees along Wilcox Avenue. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, the Project would enhance the pedestrian experience, resulting in a safe and comfortable walking environment for area residents and visitors.

Chapter 3: Access for All Angelenos

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

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

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

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

The Project would provide access for all modes of travel, focusing on pedestrians and cyclists. Pedestrian entrances are prominently located along Hollywood Boulevard and Wilcox Avenue, with short-term bicycle parking spaces located directly adjacent to this entrance. A residential entry would be located along Wilcox Avenue, which includes short-term bicycle parking. A total of 35 short-term bicycle parking spaces and 269 long-term bicycle parking spaces would be provided. Long-term bicycle parking is located at the ground floor with access from street level along Wilcox Avenue adjacent to vehicle entry. The Project Site is located 0.25 miles from the Hollywood/Vine Metro Station, served by the B Line (Red). The Project Site is within proximity to multiple major transportation corridors served by 13 bus lines. These bus and rail transit connections provide access to North Hollywood, West Hollywood, Century City, Santa Monica, South LA, Koreatown, Echo Park, Downtown Los Angeles, and throughout the region. Additionally, the Los Angeles International Airport (LAX) FlyAway Shuttle stop is located on Vine Street, north of Selma Avenue, providing direct service to LAX Airport. The Project has sought and been certified as an ELDP, which includes a requirement for 15% greater efficiency in trips than the comparable projects, and includes requirements which would mitigate vehicle trips associated with the Project. Thus, the Project’s location, and pedestrian and bicyclist orientation, will promote alternative forms of travel, and support first-mile, last-mile solutions.

Chapter 5: Clean Environments and Healthy Communities

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

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

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

As conditioned, Greenhouse Gas Emissions Project Design Feature GHG-PDF-2 requires a minimum of 20 percent of the LAMC-required parking shall be pre-wired for the future installation of electric vehicle (EV) charging stations and five (5) percent of the spaces are required to be equipped with EV charging stations. However, as the LA Green Building code has been updated, and as conditioned in the staff report, the Project will comply with LA Green Building code, which currently requires ten (10) percent of code required parking are required to be equipped with EV charging stations, with 30 percent of code required parking be pre-wired for the future installation of electric vehicle (EV) charging stations. In addition, as part of the ELDP requirements, the Project is conditioned to provide an energy efficient building which reduces energy consumption by 22 percent below LEED baseline, outdoor water use 30 percent below code required baseline, indoor water use 35 percent below code required

baseline, transportation efficiencies with result in a 15 percent reduction in VMT, a minimum of 105 kilowatts of solar energy generation on site, and the purchase of carbon credits with offset operation and construction.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Proposed Project is consistent with the following policies:

Chapter 2: A City Built for Health

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

The Project would provide street trees, storefronts and streetwall treatments which encourage walking, outdoor dining, and bicycle parking, thereby activating the streetscape to support an inviting and pedestrian-oriented environment. In addition, the Project would provide repaired and upgraded sidewalks along with Americans with Disabilities Act (ADA) improvements where required. The Project would be LEED Gold Certified, as part of the ELDP requirements, will restore and reuse the Historic Attie building for commercial uses, and is required by the California Building Code to use materials in construction which would reduce health impacts such as, low volatile organic compound (VOC) paints, low VOC carpeting, and low VOC exterior materials.

Chapter 5: An Environment Where Life Thrives

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

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

The Project would result in the creation of new housing and commercial uses within 0.25 miles of the Hollywood/Vine Metro Station and 13 bus lines. Future visitors, employees, and residents of this Project, as well as people who already live and work in the area, will be able to take advantage of the Project's mix of uses located within proximity to transit to serve their daily needs. The Project includes ground floor commercial, with neighborhood-serving uses. The commercial spaces along Hollywood Boulevard will complement the existing uses and character of the historic portion of Hollywood Boulevard. Dining, entertainment, and other amenities, such as an interior courtyard, and outdoor amenity areas including pool and spa, would encourage and allow for socializing on-site, reducing off-site trips. Numerous transit options in the vicinity of the Project would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that

would otherwise be caused by vehicle trips. Additionally, as part of the ELDP certification, the Project must result in fewer trips, net zero emissions, and LEED Gold certification. The Project includes a robust TDM, on site solar generation, and LEED Gold equivalent building materials, fixtures, and design, reducing emissions on site, as well as from vehicle trips.

Land Use Element – Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan Area, which was adopted by the City Council on December 13, 1988. The Plan Map designates the subject property for Regional Center Commercial land use with corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned C4-2D-SN and C4-2D. The site is restricted by a “D Limitation” (Ordinance No. 165,660(SA220 and SA90), restricting height and FAR for the site depending on the parcel. The Project would comply with height limitations placed on the parcels fronting Hollywood Boulevard (Ordinance No. 165,660-SA220), and the overall FAR Limitations (Ordinance No.165,660-SA90) as the Project is requesting approval for a 4.5:1 FAR. The Zone and Height District as proposed are consistent with and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan as they do not change the Zone or Height District, and allow for an FAR within the range identified by the Regional Center Designation in the Framework Element..

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

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

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

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

The Project would allow the development of residential and commercial uses at a scale and intensity consistent with surrounding development that meets the intent and provisions of the Hollywood Community Plan, which designates the site and surrounding area as Regional Center Commercial and the focal point of the Hollywood Community Plan area, the Hollywood Center. The uses and intensity would support the Hollywood Center economically by introducing new residents, services, and activity located within 0.25 miles of the Hollywood/Vine Metro Station. The Project includes uses appropriate for the Hollywood Center, which would complement the surrounding commercial uses. The new commercial space, and existing commercial space in the Attie Building, would create additional destinations within the Hollywood Center, while providing existing residents with neighborhood-serving uses within walking distance to several transit options.

The Project would provide 260 residential units, of which 10 percent (26 units) for workforce housing, and would include studio, one-bedroom, two-bedroom, and three-bedroom configurations. The mix of market-rate and restricted affordable units, as well as unit type would provide needed housing and support individual choice and be located within the Hollywood Center.

The Project would provide mixed-income housing and commercial space within an established regional center and proximity to transit. The mix of uses, scale, intensity, form and design are consistent with the surrounding area and the intent of the prevailing surrounding Regional Center Commercial designation.

Hollywood Redevelopment Plan Consistency

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

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

6. Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.

7. Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which:

- d. reflects Hollywood's position as the entertainment center;*
- e. provides facilities for tourists;*
- f. contains active retail and entertainment uses at the street level;*
- g. provides for residential uses;*
- h. is pedestrian oriented;*
- i. is a focus for the arts, particularly the performing arts; and*
- j. recognizes and reinforces its history and architecture.*

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

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

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

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

As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. The restoration and retention of the Attie Building would also include the *You Are a Star*² mural along Wilcox Avenue, a mural dedicated to the film history of Hollywood. The retention of both the mural and the Attie building would further reflect Hollywood Boulevard's position as the center of the film industry paying homage to other entertainment related uses along the Boulevard, would provide active ground floor uses accessible by tourists and residents. Further, the proposed Project is both pedestrian and transit oriented, provides new mixed income residential uses, while recognizing both architectural history and performing arts history.

In addition to achieving the objectives above, the Project would also support and be consistent with the following objectives identified in subsection 506.2.1: Hollywood Boulevard District of the Hollywood Redevelopment Plan:

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

The Project would rehabilitate and restore the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District located at the corner of Hollywood Boulevard and Wilcox Avenue, while maintaining its existing use as commercial space. The Project will restore the Attie to its period significance, as discussed in the Draft EIR for the Project, further its contribution to the Hollywood Boulevard Commercial and Entertainment District. New development would range in height from one to 15 stories with a maximum building height of 160 feet. The new structure to the east maintains the prevailing and historic datum, while including architectural elements which are distinct but relate to the Attie building. The new construction to the south is sufficiently separated from the Attie, while incorporating design elements which draw from the Attie building. Therefore, the new development has been designed to be compatible with the historic use. The Project includes active ground floor uses along both Hollywood Boulevard and Wilcox Avenue, as well as incorporating materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station. The Project would provide the required number of automobile and bicycle parking pursuant to LAMC Section 12.21 for the proposed uses.

• 2 As discussed in the DEIR for the Project, the mural was recently restored in 2007 and will be retained as is.

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

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

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

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

As discussed above, the Project will provide 260 dwelling units, of which 10 percent (26 units) would be for Workforce Housing, and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of retail and restaurant uses. As part of the Project, the existing two-story Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, would be rehabilitated and restored. The Project site is within 0.25 miles to the Hollywood/Vine Metro Station and served by 13 bus lines. The Project site is designated Regional Center Commercial and is characterized by varied intensities, with a concentration of high density uses around the Hollywood/Vine Metro B Line (Red) station. Additionally, the Project would provide mixed-income housing as well as a mix of unit types serving multiple segments of the population. The location of uses which serve multiple segments of the population adjacent to both other high-density uses and the Hollywood/Vine Metro Station is consistent with the above goals.

The Project proposes new structures which incorporate elements and design language present on the historic Attie building, creating a compatible yet contemporary use. The design would also be compatible with adjacent historic structures in the Hollywood Boulevard Commercial and Entertainment District. Specifically the structure directly to the east of the Attie would incorporate design elements from the historic structure, such as the prevailing datum, a similar window pattern and porosity, maintaining compatibility with the historic use and the broader historic district. Thus, the Project would be consistent with the surrounding area in form, character, use, and pedestrian orientation. In addition to physically complementing adjacent development, the proposed residential and commercial uses further support the adjacent businesses surrounding the Hollywood/Vine Metro Station.

Hollywood Redevelopment Plan Compliance

500 Land Uses Permitted in the Project Area

501 General Controls and Limitations

The Project complies with the provisions of the redevelopment plan, as shown below. Pursuant to standard practice, the Project was also vetted by the Professional Volunteer Panel, a requirement for cases which seek entitlements from the City Planning Commission, verify consistency with Citywide Design Guidelines.

502 Map

The Project requests a Zone Change and Height District Change to allow for a 4.5:1 FAR for parcels not fronting Hollywood Boulevard. Pursuant to Section 502 of the Redevelopment

Plan, and pending City Council approval, changes to the General Plan, Community Plan and any applicable Ordinances are automatically incorporated into the Redevelopment Plan. Therefore, the requested actions would be incorporated into the Plan, making the Project request and designation consistent with the Redevelopment Plan Map.

503 Design Standards

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

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

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

505 Residential Standards

While the Project incorporates residential units, Section 505 of the Redevelopment Plan refers to sites designated for residential use. The Project Site is designated Regional Center Commercial, and no part of the site would be a residential land use designation.

506 Commercial Standards

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

506.2 Regional Center Commercial

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

506.2.1 Hollywood Boulevard District

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

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

The Project includes the restoration and rehabilitation of the historic Attie Building, as well as new development which complies with the *Secretary of the Interior's Standards* for locating new development adjacent to historic structures. The new development adjacent to the east of the Attie Building, as well as south along Wilcox would be sympathetic to the Attie, as well as draw design inspiration from the art deco style. The new development would also be complementary to the varying heights, architectural styles, and general character of Hollywood Boulevard. The Project also includes ground floor commercial space along both Hollywood Boulevard and Wilcox Avenue, reinforcing and complementing the existing pedestrian environment, as well as providing a new full-width sidewalk along Wilcox Avenue. The Project will provide code required parking based on the number of units when built. While the Project does not explicitly include tourist related uses, the restaurant space adjacent to the *You are a Star* mural would support tourism generally in Hollywood.

506.2.3 Regional Center Commercial Density

The Project Site is designated Regional Center Commercial by the Hollywood Community Plan; the intended focus of development in the Redevelopment Plan Area. The intent of the Plan is to focus development in areas designated Regional Center Commercial, served by adequate transportation facilities, with the goal of spurring economic development, high quality development, and support of entertainment uses. The Project Site is located 0.25 miles from the Hollywood/Vine Metro B Line (Red) station, as well as within walking distance to 13 transit lines, including Metro bus lines, LADOT bus lines, and the LAX FlyAway Shuttle. The Project would not alter historical development patterns in the area, would maintain street grids, and would retain and restore the historic Attie Building, while replacing existing structures on site. Additionally, while there are no residential uses adjacent to the Project Site, the Project would be consistent with the adjacent scale and building forms, complimenting the uses along Hollywood Boulevard, as well as serving the residential components of the mixed-use developments in the vicinity of the Project Site. The nearest residential neighborhood, north of the intersection of Hollywood Boulevard and Wilcox Avenue, and south of Sunset Boulevard, would also be served by the commercial components of the Project. Therefore, the project demonstrates compliance with the provisions of the Redevelopment Plan for development in the Regional Center Commercial designation and the Hollywood Boulevard subdistrict.

506.3 Residential Uses Within Commercial Areas

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

intent and regulations of the both the Hollywood Boulevard District and Regional Center designation in the Redevelopment Plan.

Section 510 New Construction

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

Section 511 Preservation, Rehabilitation, and Retention of Properties

Section 511 of the Redevelopment Plan requires the preservation, rehabilitation, and retention of historic properties. The Project Site includes the Attie Building, part of the Historic Hollywood Boulevard Commercial and Entertainment District, as designated by the National Historic Register. The Project complies with Section 511 of the Redevelopment Plan as the Project will restore and rehabilitate the historic Attie Building, does not include a request for FAR over 4.5:1, and despite no formal process adopted in the Redevelopment Plan, is utilizing unused floor area attributed to the Attie Building elsewhere on the site through a Vesting Conditional Use for Floor Area Averaging request. The new development would conform to the Redevelopment Plan and the Secretary of the Interior's Standards, and as the Project was assessed in an EIR, the restoration and rehabilitation is included as a Project Design Feature (MM-PDF-1) and is legally binding pursuant to Condition 34 above.

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

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

Section 515 Limitation on Type, Size and Height of Buildings

Section 515 of the Redevelopment Plan limits the type, size, and height of buildings as regulated by State and City law. The Project's request for a Zone Change and Height District Change would be aligned with the goals of the Redevelopment Plan and Community Plan to concentrate dense development in the Regional Center Area, as well as by allowing for FAR transfer from historic resources to new structures when the resource is being preserved. No Design for Development Standards have been adopted, however, the Project complies with the Citywide Design Guidelines.

Section 516 Signs and Billboards

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

Section 517 Utilities

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

Section 518 Circulation, Parking and Loading Facilities

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

Section 519 Setbacks

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

Section 520 Incompatible Uses

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

Entitlement Findings

1. Zone Change and Height District Change Findings

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

The requested Zone and Height District Change from C4-2D-SN and C4-2D to (T)(Q)C4-2D-SN and (T)(Q)C4-2D would allow for the development of a new mixed-use building that includes 260 dwelling units, of which 10 percent (26 units) would be set aside for Workforce Housing (150% AMI), and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include 278,892 square feet of floor area, with a maximum FAR of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Hollywood/Vine Metro Station.

Public Necessity. As described above, the City, SCAG, and the State have identified a need for housing, especially affordable housing, in local and state plans, proclamations,

and goals. The City has identified an acute need for a range of housing units at varied income levels. The recommended Zone and Height District Change would allow for a mixed-use, mixed-income project to be constructed on a site that is currently developed with commercial uses, in an area that is generally zoned for mixed-use development. The Project would provide 260 residential units, with 26 set aside as Workforce Housing, within walking distance to transit, commercial uses, amenities, entertainment uses, and a job center. Locating mixed-income housing within walking distance to high capacity transit, jobs, services, and amenities is a model of local and regional planning goals, as well as the intent of the Regional Center Land Use designation and goals of the General Plan. The Project would contribute towards the City and region meeting its housing needs and goals, and achieving a better jobs housing balance.

The Project's amenities and location will offer residents access to goods and services within distances reachable by walking, biking, and transit, aiding the City in meeting its goal to reduce air pollution. The Project Site's location in the Hollywood Center, within walking distance to high capacity transit, will reduce vehicle trips. The Project's ground floor uses, floor-to-ceiling glass storefronts, and prominent pedestrian entries would contribute to the pedestrian environment, while the physical contributions such as, reconstructed or repaired sidewalks, Americans with Disabilities Act (ADA) sidewalk improvements, street trees, and bicycle parking will improve the pedestrian environment. Further, the Project Site's proximity to the numerous uses associated with the film industry provides housing opportunities within walking distance for those employees, supporting one of Hollywood's key industries.

The Project has been certified by the Governor's Office as ELDP, the requirements of which include net-zero GHG emissions, greater transportation efficiency compared to a typical project, and LEED Gold Certification. Climate change and local air quality have also been identified by all levels of government as an acute issue in Los Angeles, the Project's provision of these measures will help ameliorate the Project contributions to these issues and support state and local goals. Additionally, ELDP requires an investment of \$100 Million in the California economy upon completion of construction, as well as supporting construction workers with a prevailing wage. The proposed Zone and Height District Change would allow the Project to provide the desired, intended, and planned mix of uses for the area as intended by the Hollywood Community Plan and Hollywood Redevelopment Plan, in addition to additional mixed-income housing with varying affordability levels, unit types, and unit sizes, and providing a substantial investment in the local economy, which is in keeping with public necessity.

Convenience. The requested Zone and Height District Change would facilitate the redevelopment of existing commercial structures, including the retention and restoration of a historic resource, to allow for a new mixed-use project providing residential units, neighborhood-serving commercial uses, and an improved pedestrian environment within the Hollywood Center. The Hollywood Center is designated by the Hollywood Community Plan as the focal point of the Community Plan area, and the General Plan Long-Range Land Use Diagram designates the site and surrounding area as a Regional Center. The area has been evolving into a pedestrian-oriented residential, commercial, office, entertainment, and tourism center. The additional residents and services will provide additional economic support for surrounding businesses, the film industry within the Hollywood area, and provide new neighborhood-serving commercial uses. The Project would provide these additional neighborhood-serving commercial options within walking distance for current residents, office and film industry workers, and tourists. The Project would be designed to be complementary to adjacent recently approved or constructed developments characterized by their pedestrian orientation, as well as include physical

improvements around the Hollywood/Vine Metro Station. The Project's location would allow future residents to benefit from the concentration of commercial, services, entertainment, and jobs within walking distance to the site.

General Welfare. Approval of the Zone and Height District Change would allow the development of a mixed-use project consisting of residential and commercial uses. As discussed above, the Hollywood Center is intended for commercial, office, and residential uses. The current land use designation for the site is Regional Center Commercial, with corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project would include 260 residential units, of which 26 units would be reserved for Workforce Households, and neighborhood serving commercial uses within 0.25 miles to the Hollywood/Vine Metro Station. The additional residential units and commercial uses with proximity to a heavy rail station would promote the use of alternative modes of travel, both for residents and visitors to the site. By permitting residential uses on site, the Project would support the City's goal of providing housing for all economic segments. The Project would provide additional housing units, commercial space, and temporary construction jobs, expanding the economic base of the City and region. As part of the ELDP certification for the Project, construction workers must be paid prevailing wages, a minimum total investment of \$100,000,000 must be made to the California economy by completion of construction, the Project must attain LEED Gold certification, as well as be net-zero in its GHG emissions. The provision of housing within a Regional Center, in addition to ELDP components of the Project for economic investment and sustainability supports the general welfare of the surrounding area and the City.

Good Zoning Practices. The Project proposes a mixed-use building, with mixed income housing and ground floor commercial space. The new construction would not demolish the historic Attie Building but rather restore the building to its period of significance. The Project Site is currently zoned C4-2D-SN and C4-2D. The residential and commercial uses are permitted in the C4 commercial zone. The height and maximum floor area permitted under Height District 2 with a D Limitation, corresponding to Ordinance Nos. 165,66 (Subarea 90 and 220). restricts FAR to 2:1 across the site, while limiting height to a maximum of 45 feet along Hollywood Boulevard. The proposed Zone Change would remove the D Limitation, allowing for a FAR of 4.5:1 across the site, in lieu of the otherwise permitted FAR of 6:1 in Height District 2. t. The Zone Change and Height District Change would not remove the 45-foot height limit for the parcels along Hollywood Boulevard. The -SN portion of the zone corresponds to the Hollywood Signage Supplemental Use District (HSSUD). New signage would be required to be subject to the signage standards of the HSSUD.

The surrounding area is primarily zoned C4-2D-SN and is located between two nodes which have become highly concentrated with mixed-use residential developments proximate to transit. Surrounding parcels and development in the area are not restricted to the same 2:1 FAR limitation as the Project Site; the taller and denser development is consistent with the intent of the both the General Plan land use designation, as well as the intent of the Hollywood Center in the Hollywood Community Plan. The addition of new residential units and commercial space conforms with the goals and objectives of the Hollywood Community Plan and General Plan, such as those related to concentrating mixed-use development in regional centers, adjacent to transit, and encouraging alternative transportation to reduce vehicle trips. The change would reflect both the intent of the area as envisioned in the Community Plan, as well as be consistent with the increasingly evolving built environment. The additional height and density would complement the surrounding development, further the goals of the General Plan and

Community Plan, and compliment the variation between modern and historic development.

The Project Site is located within walking distance to the Hollywood/Vine Metro Station, as well as numerous commercial, entertainment, amenities, entertainment, and tourism uses. The proposed Zone Change and Height District Change would result in a project which is consistent with the uses and intent of the Hollywood Center, as well as a project at a similar density, height, and scale to the surrounding development. As proposed, the Project would not only provide new housing for a mix of incomes, but amenities that would improve the quality of life for existing and future residents as well as the surrounding community. As stated above, the Project would be keeping with public necessity, convenience, and exhibit good zoning practice by providing housing units and commercial space meeting local and regional needs where intended and planned for, with access to high quality transit, and within an energy and water efficient building.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" Conditions of approval imposed herein for the Proposed Project. The "T" Conditions are necessary to ensure that dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

The action, as recommended, has been made contingent upon compliance with the "(Q)" and "(T)" conditions and "D" limitations imposed herein. Specific conditions and mitigation measures have been incorporated to address public improvements, building design and layout, sustainability measures, environmental impacts, and an appropriate density within the transit-rich Regional Center, in harmony with the General Plan Framework. Such limitations are necessary to protect the best interests of and to assure developments and improvements more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

The Project's proposed mix of uses are consistent with the surrounding area and will secure an appropriate development that is consistent and in harmony with the objectives of the General Plan. The Project Site is located within the Hollywood Center, an area with a high concentration of uses within walking distance and well served by transit, and with the recommended (T)(Q)C4-2D-SN and (T)(Q)C4-2D zones. The surrounding parcels are designated Regional Center Commercial, with zones of C4-2D and C4-2D-SN. The Hollywood Center is intended by both the General Plan Long-Range Land Use Diagram and Hollywood Community Plan as a Regional Center, a focal point of the community with mixed-use, commercial, residential, and office uses. The Project is consistent with the goals, policies, and objectives of the General Plan and the Hollywood Community Plan by locating housing adjacent to transit, within an established center. The Project would provide both market-rate and affordable housing, a pedestrian-oriented design, and a development which complements the surrounding community in form, economic, social, and practical function. As such, the Project will secure an appropriate development in harmony with the objectives of the General Plan.

2. Vesting Conditional Use (Floor Area Averaging) Findings

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

The averaging of floor area ratios may be permitted for buildings which comprise a unified commercial or mixed-use development in the C zone, even if buildings on each individual parcel or lot would exceed the permitted floor area ratio. However, the floor area ratio of the unified development, when calculated as a whole, may not exceed the maximum permitted floor area ratio for the height district in which the unified development is located. The project site is comprised of 3 separate legal lots, as approved by VTT-74371, and development on the lots would range from 1 to 5.4 FAR, with an average 4.5 FAR for the entire site. The average 4.5 FAR would be consistent with the 4.5:1 FAR requested as part of the associated Zone and Height District Change request, and consistent with the intent of the Hollywood Community Plan and Redevelopment Plan.

Floor area averaging will allow the Project to provide an appropriate mix of uses distributed across the site. The proposed Project would enhance the built environment through the unified development of the site and would include essential and beneficial uses through the synergetic balance of commercial, retail, restaurant, and residential uses. The Project would also enhance the built environment in the surrounding area through both the restoration to the period of significance as constructed in 1931 compatible with the historic district and retention of the Attie building, and the provision of new buildings which are compatible with and respond to the historic architecture of the Attie within a LEED Gold building. Additionally, the Project would be required to improve and widen sidewalks about Wilcox Avenue.

The Project will also benefit the community, city, and region by providing quality commercial uses to area and would contribute to the Regional Commercial Center of Hollywood. The Project also contributes much-needed multi-family housing units to the City's housing supply. The Project would perform a function beneficial to the community as, the Project is conditioned to provide an energy efficient building which reduces energy consumption by 22 percent below LEED baseline, outdoor water use 30 percent below code required baseline, indoor water use 35 percent below code required baseline, transportation efficiencies with result in a 15 percent reduction in VMT, a minimum of 105 kilowatts of solar energy generation on site, and the purchase of carbon credits with offset operation and construction. The Project would also be required to pay prevailing wages for construction workers, as well as contributing \$100 Million to the California economy at completion of construction. As part of the ELDP requirements, the above would be incorporated into a development which accommodates planned growth in an area well served by transit, as envisioned by the RTP/SCS, the General Plan, and Hollywood Community Plan.

Further, the Project would perform a unique function in the restoration and rehabilitation of the historic Attie Building. The restoration will comply with the Secretary of the Interior Standards and is facilitated through the Floor Area Averaging on site to allow for additional development on the southern parcels to offset the costs associated with rehabilitation. The rehabilitation of the Attie Building would benefit the historic district, and the thoughtful design of the new construction directly adjacent to the Attie would not be a detriment, both facilitated by the entitlement.

Without the FAR averaging approval, the number of provided residential units would be reduced, contributing less overall to the City's goals, and the restoration of the Attie Building not be economically viable, resulting in retention as is or possible demolition. Additionally, the averaging contributes to the provision of commercial space which further supports the Hollywood Center, and the entertainment and motion picture industries in the area.. the residential component of the site would be required to take up a greater portion of the land area of the site, limiting efforts to maximize open space areas, public parks and plazas, pedestrian walkability, and public improvements which serve the project. Therefore, FAR averaging will allow full utility and flexibility of the amenities and uses proposed for the site and which serve the greater area.

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

The Project Site is located at the southeast corner of Hollywood Boulevard and Wilcox Avenue, with parcels located in the Hollywood Boulevard Commercial and Entertainment Historic District. The site is also within walking distance to a heavy rail transit station, and designated a Regional Center by the Framework Element and Hollywood Community Plan, as well as the focal point of development in the Community Plan. The Project proposes the demolition of an existing surface parking lot and four (4) commercial buildings totaling 20,200 square feet of floor area, and the development of a new mixed-use building that includes 260 dwelling units, of which ten (10) percent (26 units) of the permitted base density would be set aside for Workforce Housing, and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

Floor Area Ratio averaging across the development will be desirable to the public convenience and welfare because it facilitates a beneficial mix of uses and allows for a cohesive site design, creating active and safe pedestrian environments and supports the restoration of the Attie Building historic resource. The Project's size, height, architecture, and restoration of the historic Attie Building have been designed to integrate with the surrounding Hollywood Center and the Regional Center Commercial land use designation. The surrounding area is characterized by varied scales, height, and intensity, mostly centered around the adjacent Hollywood/Vine Metro Station, with both new and historic development at various scales and in various forms. Heights along Hollywood Boulevard range from one-story to 11 stories to the east and west. The design and operations of the Project consider and respond to both the planned form, current transitional state of the Hollywood Center, and intended vision in the Community Plan and General Plan. Further, the planned restoration of the Attie building, as well as the design dialogue between the new construction and historic building will be compatible with the surrounding neighborhood at present, and as planned. As determined in the Environmental Impact Report prepared for the Project, no impacts to historic resources will occur, include both

the Hollywood Boulevard Historic District, and the Attie Building, as well as the incorporation of mitigation measures to safeguard against any structure or material damage to any surrounding buildings during construction. The Environmental Impact Report also discussed any potential health impacts to the surrounding community, and incorporated mitigation measures where appropriate. Further, the Project has been certified ELDP, which includes measures such as net-zero GHG emissions, prevailing wage jobs, reduced vehicle trips associated with the project, a \$100 Million investment in the California economy upon completion of construction, and energy efficient construction. The requirements of the ELDP certification would also provide direct benefits to the community and the general welfare of the city.

Therefore, the Project will not adversely affect the surrounding neighborhood, properties, or public health, welfare and safety.

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

As discussed above, the Project generally conforms with the purpose, intent, and provisions of the General Plan, Hollywood Community Plan, and Hollywood Redevelopment Plan, and Hollywood Signage Supplemental Use District. The Project will provide mixed income housing, within a regional center, adjacent to transit, with ground floor commercial spaces and amenities with activate the pedestrian realm, will include energy efficiency and sustainability in new construction, prevailing wage jobs, as well as superior transportation efficiency compared to a standard project, will be net-zero in its GHG emissions, and will restore and retain the historic Attie Building. The design, uses, and other components of the Project conform with the various plans goals, policies and objectives of the plans for the area.

d. That the Project is a Unified Development as defined by LAMC Section 12.24 W.19 (c).

The Project is a mixed-use development consisting of 260 residential units and 17,800 square feet of commercial space. A Unified Development is defined by LAMC Section 12.24 W.19 as a development which is:

1. A combination of functional linkages such as pedestrian or vehicular connections;
2. In conjunction with common architectural and landscape features, which constitute distinctive design elements of the development;
3. Is composed of two or more contiguous parcels, or lots of record separated only by a street or alley; and
4. When the development is viewed from adjoining streets appears to be a consolidated whole.

The Project is functionally unified by pedestrian, structural, and programmatic connections. The Project consists of pedestrian linkages along Wilcox Avenue, as well as at the fourth floor of the Wilcox Avenue residential building, connecting the building to the second floor of the new commercial construction along Hollywood Boulevard. The pedestrian connection at the fourth floor of the Wilcox Avenue residential building leads to an open space element to serve the residents on the second floor of the Hollywood Boulevard building, including an outdoor dining area at the ground level in-between the two structures. This connection structurally and functionally connects the Hollywood Boulevard and Wilcox Avenue buildings, as well as presents a consistent modern

architectural theme. Vehicular and bicycle parking for both commercial uses along Hollywood Boulevard and along Wilcox Avenue is located within the the missed-use residential building fronting Wilcox Avenue, further connecting the development.

While the Project is physically separated as it appears from surrounding parcels and the public right of way, the separation is consistent with the Secretary of the Interior Standards for siting new construction adjacent to historic buildings. The new construction utilizes x themes from the historic Attie Building, creating a related architectural language, without a faux recreation, consistent with the Secretary of the Interior Standards. Finally, as described in the tract report prepared for the project for the associated case VTT-74371, the Project requested a merger and resubdivision of a 1.38 net acre site, for a total of three contiguous lots. Therefore, the Project would meet the definition of a Unified Development.

3. Master Conditional Use (On-Site and Off-Site Alcohol Sales) Findings

The following are the findings and the application of the relevant facts as related to the request for a Master Conditional Use Permit to allow the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project restaurants and retail stores. In order for the Master Conditional Use Permit to be granted, all of the legally mandated findings delineated in LAMC Sections 12.24 E and 12.24 W.1 must be made in the affirmative:

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

The recommended Zone and Height District Change from C4-2S-SN and C4-2D to (T)(Q)C4-2D-SN and (T)(Q)C4-2D would allow for the development of a new mixed-use building that includes 260 dwelling units, of which 10 percent (26 units) set aside for Workforce Housing , and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11, 020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, would be rehabilitated and restored while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

A Master CUB to allow up to three on-site and two off-site alcohol sales locations within the project's restaurant retail uses would be subject to subsequent Plan Approval applications, or other approved review as permitted by the Los Angeles Municipal Code, as future individual tenants for specific establishments upon which hours of operation, occupancy loads, entertainment, security measures, numbers of employees, and other operational characteristics would be delineated. The proposed sale of alcoholic beverages will enhance the built environment in the surrounding neighborhood with the development of a well-balanced mixed-use project including residential units and ground floor commercial spaces which include retail and restaurant uses. The restaurants would be bonafide full service eating establishments and the provision of a full line of alcoholic beverages is customary and normal for such establishments. It is anticipated that the restaurants will attract patrons primarily interested in full meal service, with the ability to

consume alcoholic beverages in conjunction with their food service. In addition, it is anticipated that alcohol sales will support retail activities.

Hours of operation, as approved under subsequent plan approval applications, will be consistent with and appropriate for the character of the surrounding area. In addition, restaurants and retail establishments promote pedestrian activity, and the serving or sale of alcoholic beverages is a normal and expected component of most restaurants and retail establishments. Accordingly, the character of the area in the vicinity of the Project would be enhanced by the addition of the proposed uses in this location.

Alcohol service will improve the viability and desirability of the food and businesses in the mixed-use development. The availability of alcohol sales for on- and off-site consumption is a desirable amenity that is typical of many restaurants and retail markets and would provide a beneficial service to the immediate community as well as to patrons of the Project.

Therefore, as conditioned, permitting the sale and dispensing of a full line of alcoholic beverages for three on-site and two off site licenses within commercial establishments will aid in the Project in enhancing the built environment in the surrounding neighborhood and providing a service that is beneficial to the community, city or region.

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

The Project proposes the demolition of an existing surface parking lot and four (4) commercial buildings totaling 20,200 square feet of floor area, and the development of a new mixed-use building that includes 260 dwelling units, of which ten (10) percent (26 units) of the permitted base density would be set aside for Workforce Housing (XXX% AMI), and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

The applicant is requesting a Conditional Use Permit to allow for the sale of a full line of alcoholic beverages for on-site and off-site consumption within the restaurant and commercial retail spaces.

The Project site is located within a Regional Center in Hollywood, along a central commercial corridor of Hollywood Boulevard. The Project Site and surrounding area are a destination for local workers, residents, visitors, and businesses, providing a regional center of dining, entertainment, and activity. The area surrounding the project currently features numerous restaurants and markets, and other entertainment venues.

The location of the Project's alcohol-sale establishments follows an established pattern of orienting alcohol sales along established commercial streets and adjacent to other restaurant and retail uses on and in proximity to Hollywood Boulevard. The restaurant and retail uses with alcohol sales would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood. The proposed hours of operation would be conditioned through the plan approval process understanding that the sale of alcohol is incidental to food sales at the restaurants.

No evidence was presented at the Hearing Officer hearing or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. While Selma Avenue Elementary School, Selma Avenue Pocket Park, and Hollywood High School are located within one-half mile from the Project Site, both schools and the park are buffered by a wide variety of existing commercial and residential structures, varying in height, and numerous streets, including Wilcox Avenue and Highland Avenue.

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

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

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the LAMC. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The Project proposes a General Plan land use designation of Regional Center Commercial, consistent with surrounding properties. The Hollywood Community Plan Map designates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4 Zone, which is intended to provide for commercial uses as well as residential uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The Project proposes the sale and consumption of a full line of alcoholic beverages for up to three (3) on-site licenses and two (2) off-site licenses within Project ground floor restaurants and retail stores, which would be consistent with the following objectives of the Community Plan:

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

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

The Project Site is located within the Hollywood Center, as identified by the Community Plan. The Community Plan encourages new uses, which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. Nearby attractions include the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, Pantages Theater, Palladium Theater, etc., promoting visitors to the area for business, entertainment events such as the Academy Awards and tourism. The Project would provide commercial uses and restaurants with alcohol to further the existing activity within the heart of Hollywood thus promoting the development of Hollywood as a major center of population, employment, retail service and entertainment, and economic well-being and public convenience through the allocation and distribution commercial lands for retail service.

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

The subject property is located directly within the Hollywood Center, as well as adjacent to various hotel, tourist attractions and entertainment uses. Multi-family residential uses are also located in the vicinity of the Project Site, ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center. As the Hollywood Center is one of the entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol related uses and the introduction of another such establishment would not create an adverse or unique condition. As conditioned, the sale of a full line of alcoholic beverages for on-site and/or off-site consumption in conjunction with the operation of new commercial establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages are mitigated by the imposition of conditions requiring deterrents against loitering and responsible management.

As part of the Plan Approval process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses, as conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of beer and wine including training provided by the LAPD Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to litter, graffiti, loitering, and a requirement to consult with LAPD before attaining a license will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and/or off-site consumption at this location will further support and augment the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

e. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines

for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria in 2019, three (3) on-sale and two (2) off-sale licenses are allocated to Census Tract No. 1910.00. There are currently a total of 95 licenses (52 on-site and 2 off-site) in this Census Tract.

According to statistics provided by the LAPD's Central Division, within Crime Reporting District No. 646, which has jurisdiction over the subject property, a total of 1,388 crimes were reported in 2019 (636 Part I and 752 Part II crimes), compared to the total citywide average of 170 crimes for the same reporting period.

Part 1 Crimes reported by LAPD include, Rape (13), Robbery (93), Aggravated Assault (110), Burglary (25), Auto Theft (27), and Larceny (368). Part II Crimes reported include, Other Assault (52), Forgery/Counterfeit (5) Embezzlement/Fraud (6), Weapons Violation (40), Prostitution Related (48), Sex Offenses (9), Offenses Against Family (3), Narcotics (72), Liquor Laws (43), Public Drunkenness (14), Disturbing the Peace (1) Disorderly Conduct (10), DUI related (31), Moving Traffic Violations (28), and other offenses (159). There were no crimes related to Homicide, Receiving Stolen Property Manslaughter or Gambling. Of the 1,388 total crimes reported for the census tract, 31 arrests were made for driving under the influence and 14 for public drunkenness.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. No information was provided by LAPD showing that the approval of the Master Conditional Use Permit would negatively impact the neighborhood. Of the 689 arrests in the crime district, only three (3) percent, or 45 of the total 1,388 arrests, were for alcohol-related offenses, and two (2) percent, or 31 offenses, were for driving under the influence (DUI). The above figures indicate that the mixed-use development is located in a high crime reporting district. Due to high crime statistics, conditions typically recommended by LAPD, such as those related to the STAR Program and age verification, have been imposed. Any concerns associated with an individual venue can be addressed in more detail through the required Plan Approval, providing an opportunity to consider more specific operational characteristics as a tenant is identified and the details of each venue are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions at that time. Therefore, approval Project request for the sales and service of a full line of alcoholic beverages for on-site and off-site consumption would not result in an undue concentration.

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

The Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant and retail uses on the Project Site. Following are surrounding sensitive uses within a 1,000-foot radius of the site:

- Residentially zoned area north of the intersection of Hollywood Boulevard and Wilcox Avenue.
- Frances Howard Goldwyn – Hollywood Regional Branch Library
- Selma Avenue Elementary
- Selma Avenue Pocket Park

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The residential neighborhood to the north is located across Hollywood Boulevard, and businesses ranging of various heights. Conditions have been added which address nuisances to residential neighborhoods such as noise, loitering, limitations on sales outside the premises, and hours of operation, but due to distance, it is unlikely that without conditions of approval those nuisances could have affected the residential neighborhoods. The Frances Howard Goldwyn – Hollywood Regional Branch Library is located approximately two blocks to the east and a block south, separated by multiple structures ranging in height from two stories to ten stories and Cahuenga Boulevard. Finally, the Selma Avenue Elementary School and Pocket Park are located approximately two blocks to the west and adjacent to each other on the same block. The intervening development, Schrader Boulevard, and Wilcox Avenue separate the Project site from the sensitive uses. Potential effects of excessive noise or disruptive behavior would be addressed by the imposition of Conditions of Approval, including but not limited to restrictions on loitering, sales or consumption off of the premises, after hour events and a requirement for employee training related to alcohol sales. Conditions related to noise reduction typically include restrictions on amplified sound, restrictions on loitering, hours of operations restrictions, and alcohol sale restrictions which limit the sale of alcohol to an ancillary part of the restaurant or retail use in lieu of uses such as pool halls or lounges. The Project, as proposed, is consistent with the zoning and in keeping with the existing uses adjacent to the development. The surrounding area is primarily zoned C4, with a General Plan land use designation of Regional Center Commercial. Surrounding developments are generally improved with mixed-use developments ranging in height from two stories to 20 stories, with ground floor commercial uses, and residential uses. The proposed neighborhood serving commercial uses would contribute to the neighborhood and serve the residents, local employees, and visitors. Therefore, as conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors, and will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

4. Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative in order to permit a mixed-used development that results in the creation of 260 net new residential units.

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

The Project Site is located within the Hollywood Community Plan area, adopted by the City Council on December 13, 1988. The Project is designated Regional Center Commercial. The Plan Map delineates Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The Project Site is zoned C4-

2D-SN and C4-2D. The C4 Zone permits uses consistent with commercial and multi-family residential uses. The Project involves the development of a new mixed-use building that includes 260 dwelling units, of which 10 percent (26 units) would be set aside for Workforce Housing (150% AMI), and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, would be rehabilitated and restored while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. The Project includes active ground floor uses, as well as materials allowing for high visibility at the ground floor, street trees, and usable outdoor areas along Wilcox Avenue, activating the pedestrian realm within walking distance to the Metro Station.

As discussed above, the Project meets the goals and objectives of the General Plan by locating a new mixed-use development within an existing Regional Center that is walking distance to transit. The Hollywood Center is an existing concentration of retail, restaurant, amenities, entertainment, services, and jobs to which the Project would contribute and from which residents of the Project would benefit. In addition, the Project will provide affordable housing and various unit arrangements which would meet the needs of multiple segments of the population. The proposed commercial space would provide jobs and commercial uses which support the economic base of the area and offer additional options for neighboring residents. The proposed physical improvements and design would support pedestrian and bicycle access, and support healthy living environment within the development by promoting active transportation, utilizing low Volatile Organic Compound (VOC) materials, on-site solar generation, net-zero GHG emissions, and implementing energy and water efficient elements in the Project.

The Project would further meet the goals and intent of the Housing Element of the General Plan through the provision of housing with various unit sizes which meet different segments of the market, both market rate and workforce housing, with sustainable construction techniques and building performance elements, located within walking distance to transit. The design of the Project is sympathetic to the historic Attie Building on site, and has been designed to be architecturally compatible, drawing elements into a modern form from the Attie Building.

The Project meets the goals of the Hollywood Community Plan by providing housing and uses which support the economic well-being of the community, support public convenience, provide additional housing opportunities for the community, and further the Hollywood Center as both the focal point of the community and a major center of the City. The Project, as part of the Environmental Leadership Development Project certification would be required to pay prevailing wages for construction jobs and contribute \$100 million to the California economy upon completion. The Project would also meet the goals of the Hollywood Redevelopment Plan by concentrating high density development with direct access to transit, incorporating design which complements the surrounding area, and providing housing which will support balance in the community. As described above, the Project would also meet the goals and intent of the Hollywood Redevelopment Plan due to its location adjacent to transit within the Hollywood Center and mix of uses which support the neighborhood, Regional Center, and unique motion picture and entertainment related uses in Hollywood. In addition, the Project would restore and rehabilitate the

historic Attie Building, while providing new development compatible with the historic structure, a goal of the redevelopment plan.

Therefore, the Project is in substantial conformance with the purposes of the General Plan, the Hollywood Community Plan, the Housing Element of the General Plan, and the Hollywood Redevelopment Plan.

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

The Project proposes a development of a new mixed-use building that includes 260 dwelling units, of which 10 percent (26 units) would be set aside for Workforce Housing (150% AMI), and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, would be rehabilitated and restored while maintaining its current use as commercial space. The surrounding area is highly urbanized, and land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity mixed-use, commercial, institutional and residential uses. The historic district is characterized by buildings with various heights, ranging from single story commercial structures to 10 story mixed use buildings. Specifically, properties located to the north of the Project Site across Hollywood Boulevard include a four-story building and a surface parking lot. Properties located to the east and west include lower scale commercial structures at one or two stories on either side of Hollywood Boulevard. To the south along Wilcox Avenue heights vary, including two hotels ranging from four stories to nine stories, and a three-story government facility, as well as surface parking lots. Development surrounding the immediate vicinity of the Project Site includes mid-rise mixed-use structures around the intersections of Hollywood Boulevard and Vine Street and Hollywood Boulevard and Highland, and their eponymous Metro Red Line Stations. The Hollywood Community Plan identifies the surrounding area as the focal point of the Community Plan and identifies it as the center for development in the area.

The following elements are incorporated into the Project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. As discussed above, the Project site is located partially within the Historic Hollywood Boulevard Commercial and Entertainment District. The Project design implements materials, colors, fenestration, massing, datums, and vertical patterns which draw from the surrounding historic district, integrating the new construction with adjacent development. All sides of the new construction on Wilcox Avenue incorporate design elements or approaches which integrate them with adjacent development. At the south, the building steps back from the historic Hotel Mark Twain, respecting the historic resource. The western elevation along Wilcox Avenue is broken into three masses, with the outer two utilizing a cladding system with recessed balconies and vertical panels that shift every two floors. The colonnade panels create a defined outer plane. The middle mass utilizes a glass and metal cladding facade with protruded balconies and glass railings to continue to create façade depth and visual interest.

New construction on Hollywood Boulevard includes floor to ceiling glass, muted materials, similar store front spacing and number to the adjacent historic resource, and modern

adaptations of art deco elements integrating the construction with the historic district, while promoting a consistent streetwall and architectural theme, and maintaining rhythm and store front sequencing with the Attie Building.

Building Orientation/Frontage. The Project new construction along Hollywood Boulevard is oriented towards the street, maintains the existing streetwall and datums. The Project new construction along Wilcox Avenue is oriented towards the street, and continues the streetwall with some breaks between adjacent historic structures on either side. The frontage includes ground floor commercial space and residential amenities, with entries that are defined.

Height/Bulk. The Project is comprised of a 15-story, mixed-use building, measuring 160 feet in height, with two levels of subterranean parking. Adjacent uses range in FAR, with up to 5.76:1 FAR to the south. The western elevation along Wilcox Avenue is broken into three masses, with the outer two utilizing a cladding system with recessed balconies and vertical panels that shift every two floors. The colonnade panels create a defined outer plane. The middle mass utilizes of a glass and metal cladding facade with protruded balconies and glass railings to continue to create façade depth and visual interest. New construction on Hollywood Boulevard includes floor to ceiling glass, muted materials, similar store front spacing and number to the adjacent historic resource, and modern adaptations of art deco elements integrating the construction with the historic district, while promoting a consistent streetwall and architectural theme, and maintaining rhythm and store front sequencing with the Attie Building. Through architectural design and site planning, the Project's perceived height and bulk are reduced.

Setbacks. Pursuant to LAMC Section 12.16 C, setbacks are not required for commercial uses. The C4 Zone defers to the R4 Zone for setbacks, which the first residential level must comply with. Pursuant to LAMC Section 12.22 A.18(c)(3), mixed-use projects are not required to provide residential setbacks for elevations which front a public street, private street, or alley, provided the ground floor is used solely for commercial uses and residential access. The Project proposes zero setbacks along Hollywood Boulevard and Wilcox Avenue and the east elevation of the site which abuts private alleyways. At Floor 4, the first residential level, the Project provides a 16-foot setback along the south elevation.

Off-Street Parking and Driveways. The Project Site current includes one curb cut mid-block along Wilcox Avenue. The Project would utilize this curb cut for the only vehicle entry. Off-Street parking would be located in two subterranean levels and three above grade floors. Parking at the ground floor would be located away from the street behind commercial uses and residential amenities, the uses at the ground floor include double height ceilings which screen the parking at the second floor, while residential units would front Wilcox Avenue at the third floor.

Building Signage and Lighting. Project signage would comply with the provisions of the Hollywood Signage Supplemental Use District, and no off-site signage is proposed as part of the Project. Existing Billboards located on the roof of the Attie Building would be retained. Wayfinding signs will be located at parking garage entrances, elevator lobbies, retail entrances, and residential entrances. In addition, any illuminated signs would be required to comply with the Hollywood Signage Supplemental Use District illumination screening regulations. The Project would include architectural lighting, lighting at entrances and exits, pedestrian lighting along the right-of-way, and interior lighting. All on-site lighting will comply with regulatory requirements, including the requirements that are set forth by CalGreen and Title 24 that stipulate the use of high performance lights with color and glare control. All on-site exterior lighting will be automatically controlled to

illuminate according to the time of day or conditions. In addition, design elements will be incorporated to limit the direct view of the light source surface for all exterior light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Finally, all new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Open Space and On-Site Landscaping. In total the Project would provide approximately 33,750 square feet of usable open space, consisting of approximately 21,400 square feet of common open space, 4,250 square feet of interior amenity space, and approximately 3,500 square feet of private open space in the form of balconies along each elevation from Floors 3 to 14. The Project would be required to provide 25% of the common open space as planted open space, the Project would provide 7,111 square feet of planted area of planted area at floors one, two, four, and 12. The Project would provide indoor amenity spaces at the first and second floors consisting of a 700 square foot lounge and 950 square foot theater, respectively. In addition, a second floor outdoor dog run deck would be provided. At the fourth floor the Project would provide a 600 square foot library and music room, a 1,000 square foot library terrace, a 2,000 square foot gym and yoga studio, a 5,600 square foot outdoor pool area, and 5,800 square feet of outdoor courtyard amenities such as fire pits, seating, and landscaped areas open to the sky. At the 12th floor, the Project would provide an 11,200 square foot sky deck, consisting of outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky. Overall, the Project will provide a total of 33,750 square feet of usable open space, where a total of 29,150 square feet of usable open space is required for the Project. In addition, the Project would provide 65 new trees, including at Floors one, two, four, and 12, retain street trees along Hollywood Boulevard and provide six new street trees along Wilcox Avenues.

Trash Collection. The trash areas are located in enclosed trash rooms within the building, and are not visible from the public right-of-way. Residential trash rooms are located at the ground floor, and floors three through 15. The commercial trash room is located on the ground floor adjacent to a loading area, and is also fully enclosed and not visible from the public right-of-way.

Loading Areas. The Project includes a loading area at the ground floor within the structure screened from the street adjacent to the ground floor commercial uses.

In conclusion, the Project consists of a mixed-use building with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

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

The Project proposes a development of a new mixed-use building that includes 260 dwelling units, of which 10 percent (26 units) set aside for Workforce Housing (150% AMI), and 17,800 square feet of ground floor commercial space. The ground floor commercial space would consist of 11,020 square feet of retail and 3,200 square feet of restaurant uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a

contributing structure to the Hollywood Boulevard Commercial and Entertainment District, would be rehabilitated and restored while maintaining its current use as commercial space.

In total the Project would provide approximately 33,750 square feet of usable open space, consisting of approximately 21,400 square feet of common open space, 4,250 square feet of interior amenity space, and approximately 3,500 square feet of private open space in the form of balconies along each elevation from Floors 3 to 14. The Project would be required to provide 25% of the common open space as planted open space, the Project would provide 7,111 square feet of planted area of planted area at floors one, two, four, and 12. The Project would provide indoor amenity spaces at the first and second floors consisting of a 700 square foot "iwork lounge," or computer room and 950 square foot theater, respectively. In addition, a second floor outdoor dog run deck would be provided. At the fourth floor the Project would provide a 600 square foot library and music room, a 1,000 square foot library terrace, a 2,000 square foot gym and yoga studio, a 5,600 square foot outdoor pool area, and 5,800 square feet of outdoor courtyard amenities such as fire pits, seating, and landscaped areas open to the sky. At the 12th floor, the Project would provide an 11,200 square foot sky deck, consisting of outdoor cooking facilities, fire pits, gathering space, and landscaping that is open to the sky.

Overall, the Project will provide a total of 33,750 square feet of usable open space, where a total of 29,150 square feet of usable open space is required for the Project. In addition, the Project would provide 65 new trees, including at Floors one, two, four, and 12, retain street trees along Hollywood Boulevard and provide six new street trees along Wilcox Avenues.

Environmental Findings

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR) No. ENV-2016-3177-EIR (State Clearing House No. 2017051079) which includes the Draft EIR dated February 2020, the Final EIR, dated July, 2020, Errata dated August 2020 (Hollywood Wilcox Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the Project at 1624-1648 Wilcox Avenue and 6430-6440 Hollywood Boulevard in the Hollywood area of Los Angeles (Site or Project Site), consisting of the demolition of a surface parking lot and 4 commercial buildings totaling 20,200 square feet of floor area and the development of a comprised of 260 multi-family residential dwelling units, up to 10 percent (26 units) of which would be set aside for workforce housing and 17,800 square feet of commercial uses on a 1.38-acre site. As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District would be rehabilitated and restored. New development would be a maximum of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. A total of 420 parking spaces would be provided. The Project is an Environmental Leadership Development Project (ELDP) under Assembly Bill 900, certified by the Governor's Office on October 10, 2019.

In a Letter of Determination dated August 14, 2020, the City's Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract map (VTT). No appeals for the Project were received. A Notice of Determination was filed on August 26, 2020 with the Los Angeles County Clerk.

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

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

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

None of the above changes or factors has arisen since the Project approval. There are no

substantial changes to the Project, and the Project is substantially the same as the approved Project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

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

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

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit "B", are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.

RECORD OF PROCEEDINGS

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

In addition, copies of the Draft EIR, Final EIR, and Errata are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number).

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at telephonically via Zoom, on August 12, 2020 which was conducted by both the Hearing Officer on behalf of the City Planning Commission related Case No. CPC-2016-3176-ZC-HD-VCU-MCUP-SPR, and the Deputy Advisory Agency to consider the Vesting Tentative Tract (VTT) Case No. VTT-74371. Fifteen members of the public attended the public hearing.

The Applicant Dave Twerdun, Historical Consultant Jenna Snow, Architect Monica Moses, and Representative Mark Armbruster, presented the project features and design, and described the design concept within the context of the surrounding area. The Applicant stated that public outreach had been conducted, and the Neighborhood Council has voted to support the Project.

Four members of the public spoke, three in support of the Project, one of which was a representative from the Hollywood Chamber of Commerce. One member of the public spoke in opposition.

The members of the public in support of the Project spoke about the Project's housing, environmental benefits, jobs, enhancement of the pedestrian experience along Hollywood Blvd. and Wilcox Avenue, preservation of a historic resource and mural. –

A representative from Hollywood Heritage commended the applicant's work on design progress in consideration of the on-site historic features, however, the organization recommends further design refinements.

A member of the public spoke in opposition of the project citing concerns over traffic, cultural resources, and expressed interest in comments from Hollywood Heritage.

No new information or issues were raised at the hearing.

A total of eight (8) letters and emails were received from the public:

- Two letters were received in opposition of the Project, raising concerns that the EIR did not adequately analyze Air Quality, Cultural Resources, Police Services and Solid Waste. However, the EIR considered all topics in depth, the commenter did not submit the concerns during the Draft EIR phase, and no substantial evidence or new information was provided in the letter. A response to the concerns in the letter was submitted and is part of the file for the Project, additionally staff addressed these concerns at the hearing. The second letter expressed general opposition.
- A letter of support was received from the Central Hollywood Neighborhood Council, detailing support for the Project subject to requests of additional affordable housing from the Neighborhood Council.
- Five (5) letters were received in support of the Project.



HOLLYWOOD & WILCOX
CITY OF LOS ANGELES



SHEET INDEX

2	AERIAL VIEW & SHEET INDEX
3	PROJECT SUMMARY
4	PLOT PLAN
5	SURVEY
6	SURVEY
7	SURVEY
8	PROJECT DESCRIPTION
9	SITE CONTEXT PHOTOS
10	SITE CONTEXT PHOTOS
11	SITE CONTEXT AND ANALYSIS
12	HOLLYWOOD NEIGHBORHOOD STUDY
13	ATTIE BUILDING STUDY
14	HOLLYWOOD BLVD STREETScape STUDIES
15	ELEVATION STUDY
16	PROJECT RENDERING
17	PROJECT RENDERING
18	PROJECT RENDERING
19	PROJECT RENDERING
20	COMPOSITE SITE PLAN
21	FLOOR PLANS
22	FLOOR PLANS
23	CUB PLAN AND SUMMARY
24	FLOOR PLANS
25	FLOOR PLANS
26	FLOOR PLANS
27	UNIT PLANS
28	ELEVATIONS
29	ELEVATIONS
30	COLORED ELEVATIONS
31	COLORED ELEVATIONS
32	SECTIONS
33	SECTIONS
34	MATERIALS
35	MATERIALS
36	LANDSCAPE OVERALL SITE PLAN
37	LANDSCAPE NOTES AND CALCULATIONS
38	LEVEL 1 OVERALL LANDSCAPE PLAN
39	LEVEL 1 ENLARGED LANDSCAPE PLANS
40	LANDSCAPE LEVEL 2 OVERALL AND ENLARGED PLAN
41	LEVEL 4 OVERALL LANDSCAPE PLAN
42	LEVEL 4 ENLARGED LANDSCAPE PLANS
43	LANDSCAPE LEVEL 12 SKY DECK
44	LANDSCAPE LEVEL 12 SKY DECK ENLARGED PLAN
45	TREE PROTECTION REPORT
46	PLANT PALETTE

PROJECT TEAM

OWNER / DEVELOPER
 ARCHITECT
 LANDUSE CONSULTANT
 ENVIRONMENTAL
 CIVIL ENGINEER
 LANDSCAPE ARCHITECT
 GEOTECHNICAL / SEISMIC
 HISTORIC CONSULTANT
 TRAFFIC / PARKING

6436 HOLLYWOOD BLVD LLC & 1624 WILCOX AVE. LP
 GMPA ARCHITECTS, INC.
 ARMBRUSTER GOLDSMITH & DELVAC LLP
 EYESTONE ENVIRONMENTAL
 PSOMAS
 LRM LANDSCAPE ARCHITECTURE
 EARTH SYSTEMS SOUTHERN CALIFORNIA
 JENNA SNOW
 GIBSON TRANSPORTATION CONSULTING

REVISIONS

1	SITE PLAN REVIEW SUBMITTAL	8.24.2016
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PROJECT SUMMARY

ADDRESSES	6430 - 6440 HOLLYWOOD BLVD, LOS ANGELES, 90028 1624 - 1648 WILCOX AVE, LOS ANGELES, 90028
COUNCIL DISTRICT	CD-13
LOT SIZE	59,933 SF (PER SURVEY) [ADDITIONAL 2,043 SF DUE TO MAPPING AND MERGER OF EXCESS R/W] TOTAL LOT SIZE = 61,976 SF (PER VESTING TENTATIVE TRACT MAP - TRACT NO. 74371)
ZONE EXISTING	C4-2D-SN / C4-2D
ZONE PROPOSED	C4-2D-SN / C4-2D (AMENDED D LIMITATION TO ALLOW AN FAR OF 4.5:1)
GENERAL PLAN LAND USE	REGIONAL CENTER COMMERCIAL
DENSITY	REGIONAL CENTER COMMERCIAL ALLOWS FOR R5 DENSITY = 61,976 SF / 200 SF = 309 DWELLING UNITS (309.88)
DENSITY PROPOSED	RESIDENTIAL 260 DWELLING UNITS COMMERCIAL EXISTING ATTIE BUILDING = 9,000 SF NEW ON HOLLYWOOD BLVD = 5,600 SF NEW ON WILCOX AVE = 3,200 SF TOTAL NEW PROPOSED COMMERCIAL = 17,800 SF
UNIT MIX PROPOSED	STUDIO 8% = 20 UNITS 1 BR 54% = 140 UNITS 2 BR 33% = 87 UNITS 3 BR 5% = 13 UNITS TOTAL = 260 UNITS
FAR EXISTING	29,200 SF
FAR PROPOSED	(59,933 SF + 2,043 SF) X 4.5 = 61,976 SF x 4.5 = 278,892 SF
PERMITTED HEIGHT	45' / UNLIMITED
PROPOSED HEIGHT	42.5' UP TO 160'
PARKING REQUIRED	RESIDENTIAL 20 STUDIO X 1 SPACE/UNIT = 20 CARS 140 1 BR X 1.5 SPACE/UNIT = 210 CARS 87 2 BR X 2 SPACE/UNIT = 174 CARS 13 3 BR X 2 SPACE/UNIT = 26 CARS SUBTOTAL PARKING = 430 CARS 10% REDUCTION WITH IN LIEU BIKE PARKING = - 43 CARS TOTAL RESIDENTIAL PARKING = 387 CARS COMMERCIAL PARKING = 17,800 SF @ 1 SPACE/500 SF = 36 CARS 10% REDUCTION WITH IN LIEU BIKE PARKING = - 3 CARS TOTAL COMMERCIAL PARKING = 33 CARS
PARKING PROVIDED	RESIDENTIAL P2 = 102 CARS P1 = 100 CARS L1 = 19 CARS L2 = 74 CARS L3 = 92 CARS TOTAL = 387 CARS COMMERCIAL L1 = 33 CARS TOTAL = 33 CARS

NOTE: ANY ADDITIONAL PARKING IS FOR OWNERS USE

BICYCLE PARKING

OPEN SPACE

RESIDENTIAL		
LONG TERM - 260 UNITS X 1 SPACE	=	260 SPACES
SHORT TERM - 260 UNITS X 0.1 SPACE	=	26 SPACES

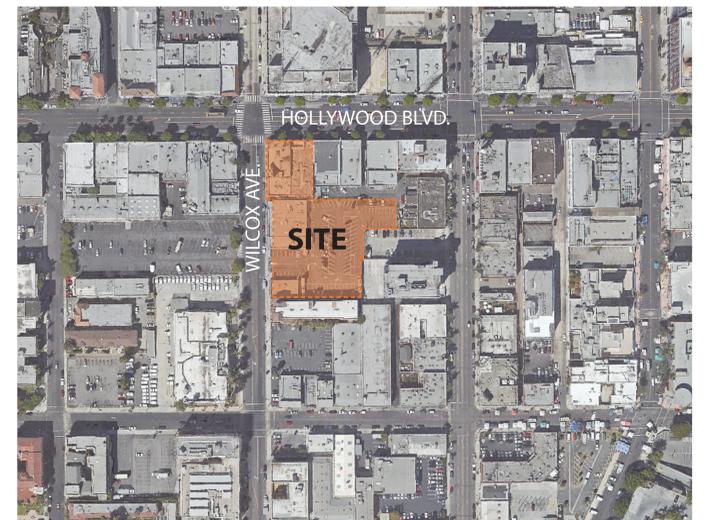
COMMERCIAL		
LONG TERM - 17,800 SF X 1 SPACE / 2,000 SF	=	9 SPACES
SHORT TERM - 17,800 SF X 1 SPACE / 2,000 SF	=	9 SPACES

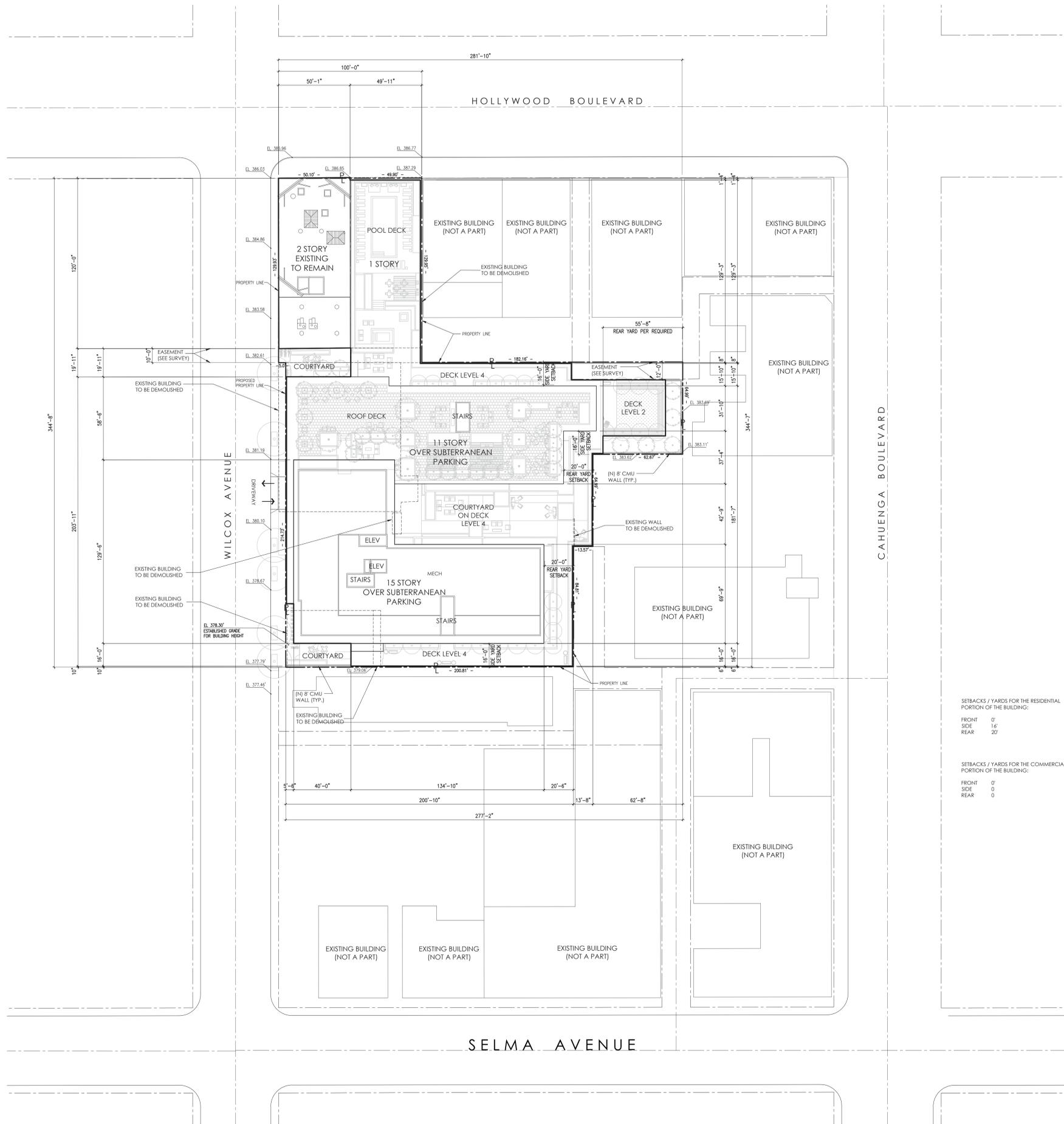
TOTAL LONG TERM PARKING REQUIRED AND PROVIDED	=	269 SPACES
TOTAL SHORT TERM PARKING REQUIRED AND PROVIDED	=	35 SPACES

REQUIRED	20 STUDIO X 100 SF	=	2,000 SF
	140 1BR X 100 SF	=	14,000 SF
	87 2BR X 125 SF	=	10,875 SF
	13 3BR X 175 SF	=	2,275 SF
TOTAL REQUIRED OPEN SPACE		=	29,150 SF

PROVIDED	PRIVATE OPEN SPACE (50 SF X 70 DU)	=	3,500 SF
	LEVEL 1 iWORK LOUNGE	=	700 SF
	LEVEL 2 THEATER	=	950 SF
	LEVEL 4 LIBRARY / MUSIC ROOM	=	600 SF
	LEVEL 4 GYM AND YOGA STUDIO	=	2,000 SF
	LEVEL 4 POOL DECK	=	5,600 SF
	LEVEL 4 INNER COURTYARD	=	4,600 SF
	LEVEL 12 SKY DECK	=	11,200 SF
TOTAL PROVIDED OPEN SPACE		=	29,150 SF

ADDITIONAL PROVIDED BEYOND REQUIRED (OWNERS DISCRETION)		
LEVEL 2 DOG RUN DECK	=	1,800 SF
LEVEL 4 TERRACES 12 DU x 50 SF	=	600 SF
LEVEL 4 INNER COURTYARD - EAST	=	1,200 SF
LEVEL 4 LIBRARY TERRACE	=	1,000 SF
TOTAL ADDITIONAL OPEN SPACE	=	4,600 SF



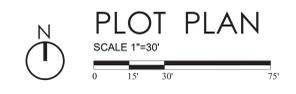


SETBACKS / YARDS FOR THE RESIDENTIAL PORTION OF THE BUILDING:

FRONT	0'
SIDE	1/6'
REAR	20'

SETBACKS / YARDS FOR THE COMMERCIAL PORTION OF THE BUILDING:

FRONT	0'
SIDE	0'
REAR	0'



COMMENTS:

BOUNDARY LINES WERE ESTABLISHED FROM RECOVERED CITY, COUNTY AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.

LEGAL DESCRIPTION FROM INFORMATION SUPPLIED BY CLIENT. USUALLY A TITLE POLICY OR TITLE REPORT.

EASEMENTS PLOTTABLE EASEMENTS ARE SHOWN FROM AN OWNER SUPPLIED TITLE REPORT. NON-PLOTTABLE ONES ARE NOTED ON THE SURVEY AS HAVING "EFFECT OF". BECAUSE OUR SERVICE IS LIMITED TO REPORTING ON EASEMENT LOCATIONS WE STRONGLY RECOMMEND LEGAL COUNSEL BE RETAINED TO REPORT ON TITLE PAPERS IN THEIR ENTIRETY.

TITLE REPORT CHICAGO TITLE COMPANY PRELIMINARY TITLE REPORTS NO. 34441-994-X49 DATED FEBRUARY 4, 2015.

○ INDICATES TITLE REPORT EXCEPTION NO.

BASIS OF BEARINGS THE BEARING SOUTH 89° 56' 30" WEST OF THE CENTERLINE OF HOLLYWOOD BOULEVARD, AS SHOWN ON THE SACKETT TRACT FILED IN BOOK 16 PAGE 150, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY .

AREA BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON, THE AREA IS:

GROSS 63,050 SQ. FT. = 1.4475 ACRES
NET 59,933 SQ. FT. = 1.3760 ACRES

WHERE "GROSS" IS DEFINED AS THE AREA OF THE SUBJECT FEE PARCEL AS LEGALLY DESCRIBED HEREON AND "NET" IS DEFINED AS THE REMAINING SUBJECT PARCEL AFTER SUBTRACTION OF EXISTING STREET EASEMENTS.

FLOOD ZONE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 060137C1605F (09/26/2008), AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONING & BUILDING SETBACK ZONING REPORT NOT PROVIDED.

STREET WIDENING REQUIRED STREET WIDENING WILL BE DETERMINED BY THE LOCAL AGENCY ONCE DEVELOPMENTAL PLANS ARE SUBMITTED FOR REVIEW. SEE SURVEYOR'S NOTE 3.

HOLLYWOOD BOULEVARD IS DESIGNATED AS A MAJOR HIGHWAY - CLASS II WITH A WIDTH = 104' AND WILCOX BOULEVARD IS DESIGNATED AS A SECONDARY HIGHWAY WITH WIDTH OF 90 FEET. INFORMATION IS PER CITY OF LOS ANGELES (NAVIGATE LA), STREET WIDTHS PER CITY OF LOS ANGELES, BUREAU OF ENGINEERING, "STANDARD STREET DIMENSIONS", STANDARD PLAN S-470-0.

EFFECT OF PROPERTY TAXES, LIENS AND ASSESSMENTS.

① THE FOLLOWING MATTERS AFFECT PARCELS 1, 2 AND 3:

EFFECT OF COVENANTS, CONDITIONS AND RESTRICTIONS ESTABLISHING A 5 FOOT BUILDING SETBACK FROM THE RIGHT-OF-WAY LINE OF WILCOX AVENUE PER DOCUMENT RECORDED IN BOOK 3945 PAGE 300 OF OFFICIAL RECORDS. AFFECTS PARCEL 1. PLOTTED HEREON

② EASEMENT FOR USE AS A PRIVATE ALLEY WITH THE RIGHT TO DEDICATE FOR USE AS A PUBLIC ALLEY PER DOCUMENT RECORDED IN BOOK 2651 PAGE 182 OF DEEDS. PLOTTED HEREON. AFFECTS PARCEL 2.

③ EASEMENT OVER LOTS 3 AND 4 OF BLOCK 14 HOLLYWOOD TRACT AND THAT PART OF LOT 15, ALL DESCRIBED HEREIN AS PARCEL 2, FOR POLES AND WIRES FOR PUBLIC UTILITY PURPOSES AS CLAIMED BY THE CITY OF LOS ANGELES. NO DOCUMENT PROVIDED.

④

UTILITY INFORMATION

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	CITY OF LOS ANGELES, DWP	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
WATER	CITY OF LOS ANGELES, DWP	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
TELEPHONE	AT&T	(214) 903-2962	22311 BROOKHURST STREET SUITE 203
TELEPHONE	OMNITEL	(800) 525-2221	5501 S. SYDNEY #133 TORRANCE, CA 90503
GAS	THE GAS COMPANY	(310) 697-2000	201 N. BULLIES RD. COMPTON, CA
STORM DRAIN	CITY OF LOS ANGELES	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
SEWER	CITY OF LOS ANGELES	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA

SUBSTRUCTURE PLAN INDEX	
CITY OF LOS ANGELES	
SUBS36-11 & -19	PLAN D-1129-2
PLAN D-128-2	

The only substructure information made available by public agencies and public utilities is their location within their respective service territories. No other substructures are shown on this map. The location of private substructures should be determined and verified from other sources before the beginning of any excavation.

CALL UNDERGROUND SERVICE ALERT (USA) 1-800-642-2444 USA represents many, but not necessarily all, utility and soil companies that have underground lines within the project area. In order to avoid damage to these lines, contact USA two working days prior to digging or excavation. USA will assist in identifying those companies that they represent which have utility lines in the area and contacting the respective companies they represent to have those lines marked on the ground.

COMMENTS (Cont.):

EFFECT OF RIGHT-OF-WAY FOR ALLEY PURPOSES OVER THE NORTH 12 FEET OF PARCEL 3, AS SET OUT IN DECREE UNDER L.R. CASE NO. 171, SUPERIOR COURT. PLOTTED HEREON.

⑤ COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING CONCERNING FIRE PROTECTION IN ADDITIONS TO STRUCTURES ON PROPERTY PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166183, OF OFFICIAL RECORDS.

⑥ COVENANT AND AGREEMENT TO HOLD PROPERTY AS ONE PARCEL PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166184, OF OFFICIAL RECORDS.

⑦ COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING CONCERNING FIRE PROTECTION IN ADDITIONS TO STRUCTURES ON PROPERTY PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166187, OF OFFICIAL RECORDS.

⑧ IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR PUBLIC STREET PURPOSES PER DOCUMENT RECORDED APRIL 7, 1992 AS INSTRUMENT NO. 92-604781 AND ACCEPTED BY THE CITY OF LOS ANGELES PER DOCUMENT RECORDED JANUARY 20, 1994 AS INSTRUMENT NO. 94-135253, BOTH OF OFFICIAL RECORDS. PLOTTED HEREON. AFFECTS PARCELS 1 AND 2.

⑨ WAIVER OF DAMAGES, INDEMNIFICATION AGREEMENT, AND RIGHT OF INGRESS AND EGRESS - COVENANT TO RUN WITH THE LAND ALLOWING BUILDINGS INSIDE THE 15 FOOT HIGHWAY DEDICATION PER DOCUMENT RECORDED OCTOBER 7, 1992 AS INSTRUMENT NO. 92-1868475, OF OFFICIAL RECORDS. ITEMS 11(A) THRU 11(L) PLOTTED HEREON.

⑩ ANY RIGHTS, CLAIMS OR INTEREST THAT MAY EXIST OR ARISE BY FACTS DISCLOSED BY ALTA/ACSM SURVEY DATED AUGUST 23, 2007, LAST REVISED DECEMBER 13, 2007, PSOMAS JOB NO. 1LEF0101001100. PLOTTED HEREON.

⑪ THE FOLLOWING MATTERS AFFECT PARCEL 4:

⑫ COVENANT AND AGREEMENT THAT THE EASEMENT ACROSS THE SOUTH 10 FEET OF THE LOT AT 6436 HOLLYWOOD BLVD. WILL BE ONE OF THE REQUIRED MEANS OF INGRESS AND EGRESS PER DOCUMENT RECORDED DECEMBER 4, 1975 AS INSTRUMENT NO. 2975, OFFICIAL RECORDS.

⑬ ANY RIGHTS, CLAIMS OR INTEREST THAT MAY EXIST OR ARISE BY FACTS DISCLOSED BY ALTA/ACSM SURVEY DATED AUGUST 2, 2007 AND LAST REVISED ON JULY 26, 2012, PSOMAS JOB NO. 1LEF0101001101. ITEMS 13(A),(B),(C) & (D) PLOTTED HEREON.

⑭ THE FOLLOWING MATTERS AFFECT PARCEL 5:

⑮ EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES PER DOCUMENT RECORDED IN BOOK 15836 PAGE 156 OF OFFICIAL RECORDS. PLOTTED HEREON. AFFECTS PARCEL 5.

⑯ ANY RIGHTS OF PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS. AFFECTS ALL PARCELS.

⑰

SURVEYOR'S NOTES:

THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES

1. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.

2. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON, NOR DOES IT SHOW THE LOCATION OF, OR ENCROACHMENTS BY SUBSURFACE FOOTINGS AND/OR FOUNDATIONS OF BUILDINGS SHOWN ON THIS MAP.

3. IF UNDERGROUND PUBLIC UTILITIES AND OTHER SUBSTRUCTURES, ZONES, SET BACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCY'S PUBLIC COUNTER AND/OR OTHER SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION IS URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

LEGAL DESCRIPTION

1624 & 1636 WILCOX AVENUE:
AS SET OUT IN DECREE UNDER L.R. CASE NO. 171, SUPERIOR COURT.

PARCEL 1:
LOT 5 AND THE NORTH 19 FEET 10 INCHES OF THE WEST 205.8 FEET OF LOT 6 IN BLOCK 14 OF "HOLLYWOOD", IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING FROM SAID LOT 5 THAT PORTION THEREOF INCLUDED WITHIN THE FOLLOWING DESCRIBED LINES:
BEGINNING AT THE MOST NORTHERLY NORTHWEST CORNER OF LOT B OF SACKETT TRACT, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16, PAGE 150 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, THENCE SOUTH 0°03'45" WEST ALONG THE WEST LINE OF SAID LOT B, 64.98 FEET TO AN ANGLE POINT THEREIN, THENCE NORTH 89°55'30" WEST ALONG THE BOUNDARY LINE OF SAID LOT B, 5.07 FEET, THENCE NORTH 0°03'45" EAST PARALLEL TO THE WEST LINE OF SAID LOT B TO THE WESTERLY PROLONGATION OF THE NORTH LINE OF SAID LOT B, THENCE SOUTH 89°55'45" EAST 5.07 FEET TO THE POINT OF BEGINNING.

PARCEL 2:
LOTS 3 AND 4 AND WESTERLY 8.5 FEET OF LOT 15 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
LOT 16 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

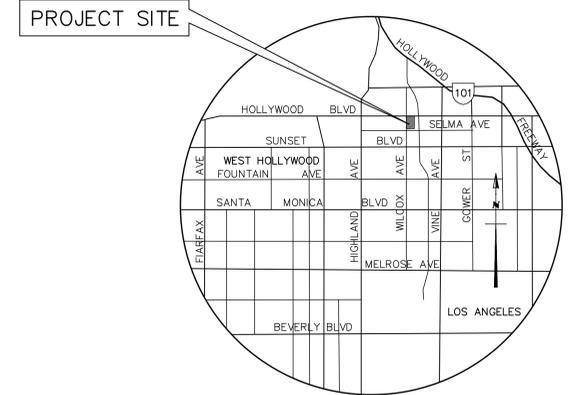
EXCEPT EASTERLY 110.50 FEET THEREOF.

6430 HOLLYWOOD BOULEVARD:
PARCEL 4:
THE EAST 49.90 FEET OF THE WEST 100 FEET OF LOTS 1 AND 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4A:
AN EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES IN, OVER, ALONG AND UPON THE SOUTH 10 FEET OF THE WEST 50.10 FEET OF LOT 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

6436 HOLLYWOOD BOULEVARD:
PARCEL 5:
THE WEST 50.10 FEET OF LOTS 1 AND 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGE 59 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTE: LEGAL DESCRIPTION IS WRITTEN IN A METHOD WHERE IT MAY CREATE A POSSIBLE GAP OR OVERLAP OF THE EASTERLY LINE WITH THE WESTERLY LINE OF THE EAST 110.8 FEET OF LOTS 1 AND 2.



VICINITY MAP

LEGEND

---	PROPERTY / BOUNDARY LINE
---	STREET R/W LINE
---	CURB LINE (FROM 1"=20' ON TO 1"=200')
---	CELINE LINE (1"=10', 1"=4', 1"=16')
---	CENTER LINE
---	FLOW LINE
---	LOT LINE / PARCEL LINE
---	EASEMENT LINE (WIDTH)
---	CONTOR LINE (APPROXIMATE)
---	BUILDING FOOT PRINT LINE
---	OVERHANG LINE
---	FENCE LINE
---	GUARD RAIL
---	RETAINING WALL
---	CONC. BLOCK WALL
---	EDGE OF ASPHALT PAVING
---	CONCRETE PAVING
---	AREA DRAIN
---	CATCH BASIN W/ACCESS HOLE
---	MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
---	POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
---	STON (ALL KINDS)
---	STREET LIGHT
---	TRAFFIC SIGNAL
---	TRAFFIC SIGNAL W/STREET LIGHT
---	YARD LIGHT
---	FIRE HYDRANT
---	DOWNSPOUT
---	FIRE DEPARTMENT CONNECTION
---	POST INDICATOR VALVE
---	DIRECTION OF WATER DRAINAGE FLOW
---	PARKING METER
---	GAS / WATER METER
---	GAS / WATER VALVE
---	ELEC. STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
---	TREE IN WELL W/TRUNK DIAMETER
---	PLANTER
---	GRASS POST
---	APPROACH (DRIVEWAY)
---	BACKFLOW PREVENTER
---	CLEAN OUT
---	CHAIN LINK (FENCE/GATE)
---	LOCATION OF BUILDING HEIGHT MEASUREMENT
---	TOPOGRAPHIC SPOT ELEVATION, NO LEADER
---	BACK OF WALK ELEVATION
---	EDGE OF CONCRETE ELEVATION
---	EDGE OF GUTTER ELEVATION
---	EDGE OF PAVEMENT ELEVATION
---	FLOW LINE ELEVATION
---	TOP OF CURB ELEVATION
---	TOP OF GRATE ELEVATION
---	TOP OF WALL ELEVATION
---	MANHOLE RIM ELEVATION
---	MANHOLE INVERT ELEVATION
---	CURB DRAIN
---	RECORD LOT / PARCEL NUMBER
---	RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
---	IMPROVEMENT FACE
---	IMPROVEMENT EDGE
---	IMPROVEMENT END
---	NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT
---	W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
---	ADJACENT PROPERTY OWNER
---	SANITARY SEWER (SIZE)
---	STORM DRAIN (SIZE)
---	WATER LINE (SIZE)
---	GAS LINE (SIZE)
---	OTL/PETROLEUM LINE (SIZE)
---	ELECTRICAL LINE
---	COMMUNICATION LINE
---	OVERHEAD UTILITY LINE(S)

SURVEYOR'S CERTIFICATE:

TO: HOLLYWOOD & WILCOX AND CHICAGO TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 8, 11(c), 11(b), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF, THE FIELD WORK WAS COMPLETED ON FEBRUARY 11, 2015.

Douglas R. Howard
DOUGLAS R. HOWARD, PLS 6169
PSOMAS
8 / 23 / 2016
DATE

NOTE: SECTION 8770.6 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE STATES THAT THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
8-22-16	DRH	REVISED SURVEYORS CERT AND TITLE BLOCK NAME		MR	
3-6-2015	HOOD	ALTA UPDATE AND DESIGN SURVEY		DRH	

	PSOMAS 555 South Flower Street, Suite 4300 Los Angeles, CA 90071 (213) 223-1400 (213) 223-1444 fax www.psomas.com	ALTA/ACSM LAND TITLE & DESIGN SURVEY FOR: HOLLYWOOD & WILCOX 1624 - 1648 WILCOX AVE. AND 6430 - 6440 HOLLYWOOD BLVD. IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA	DATE: AUGUST 13, 2007 SCALE: 1" = 20' PROJECT NO.: 1LEF020100 T100 SHEET: 3 OF 3
--	--	---	---



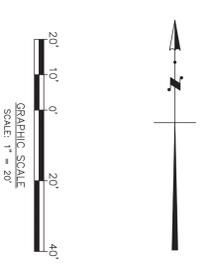
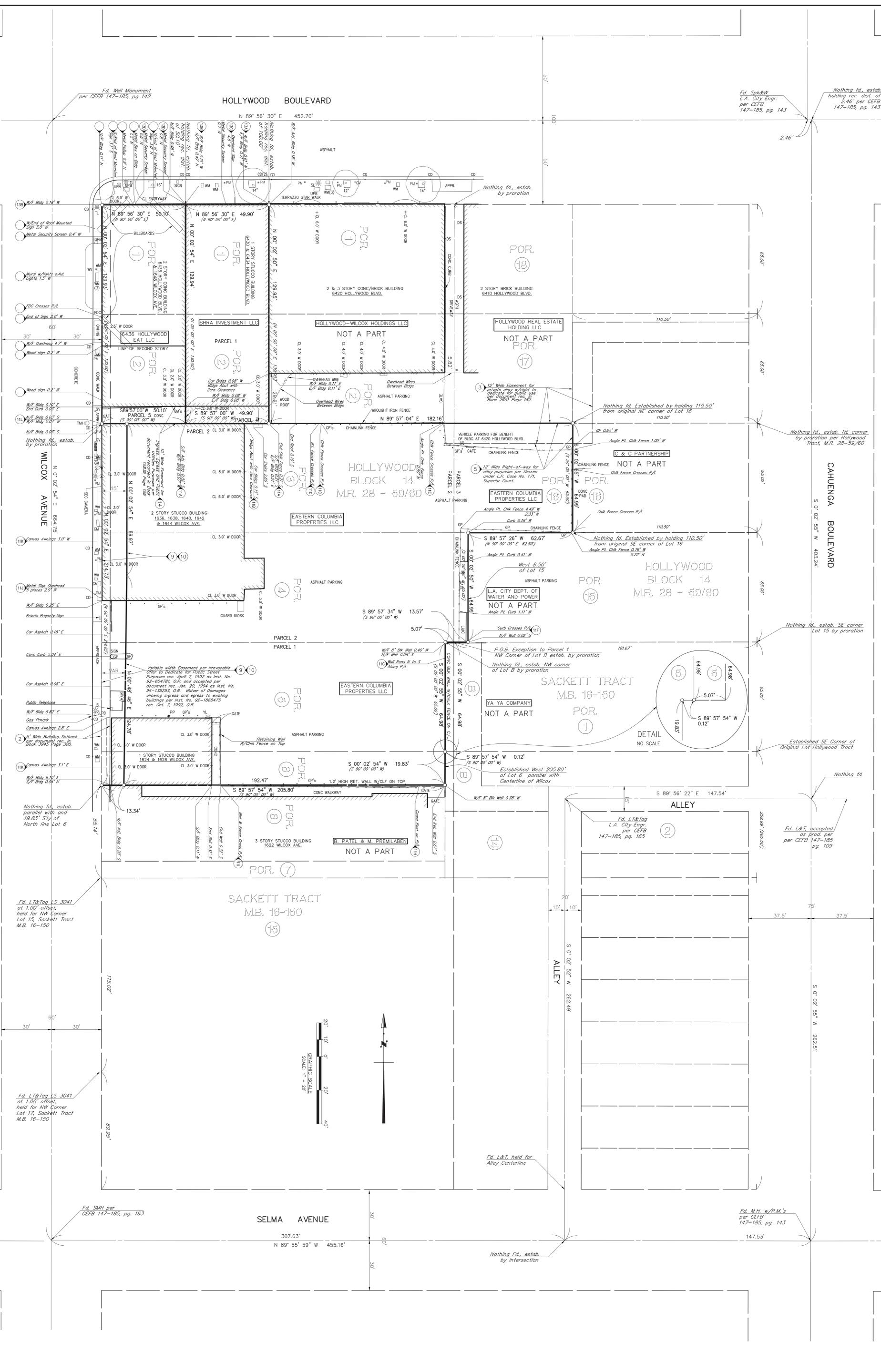
REVISION	DATE	BY	DESCRIPTION
1	8-22-16	AW	REVISED SURVEYORS CERT AND TITLE BLOCK NAME
2	8-22-16	AW	ALTA UPDATE AND DESIGN SURVEY

APPROVED CITY OF LOS ANGELES BEING MARK NO. 12-20010
 1 1/4" BOLT IN CONC. MON. HHD. 1-1/4" x 7.37" W. OF W.
 CURB LINE WILCOX AVE. 10FT. N OF N CURB LINE SUNSET BLVD

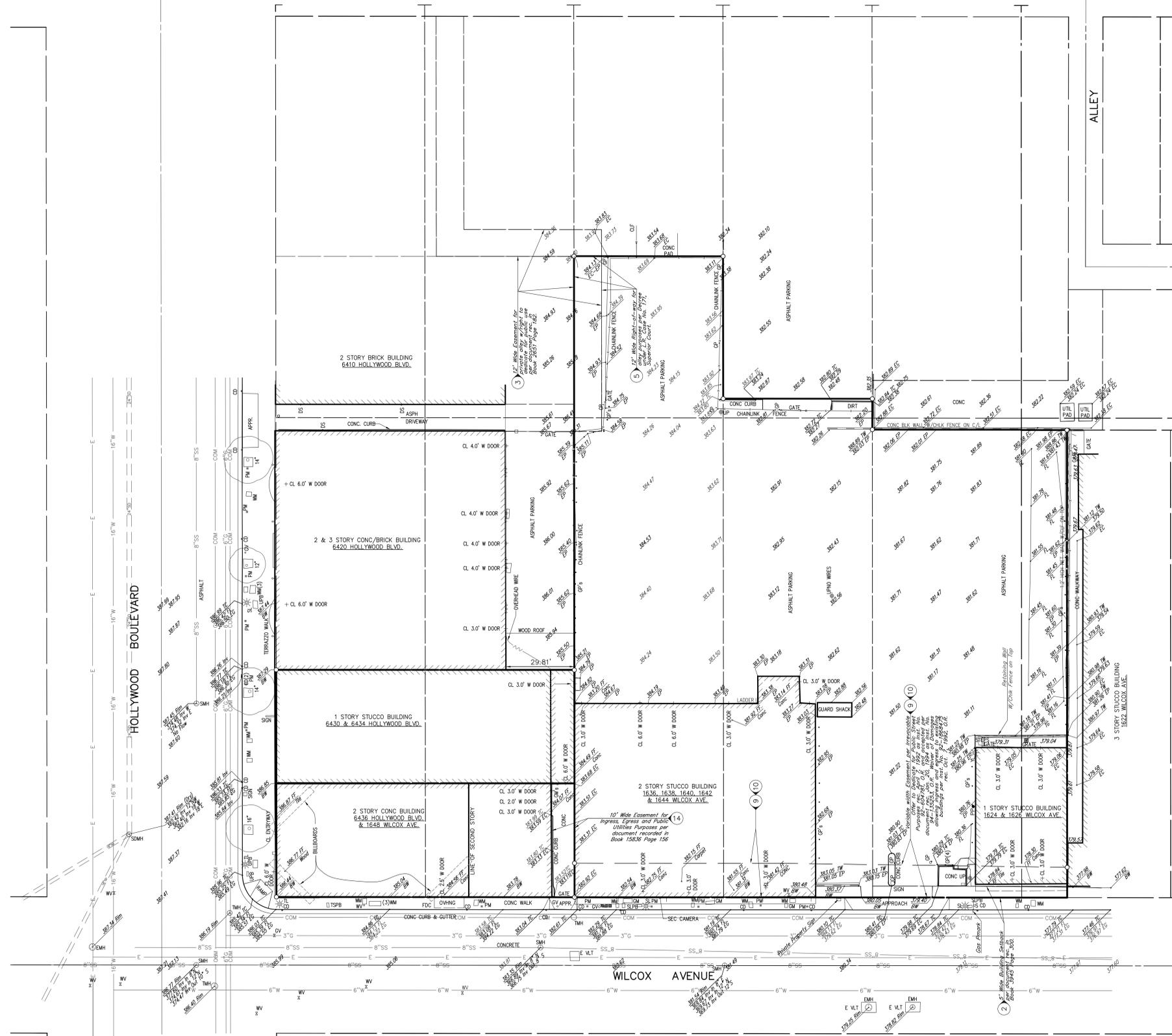
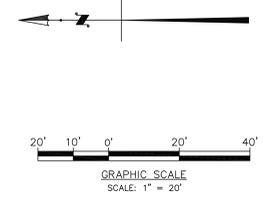
PSOMAS
 555 South Flower Street, Suite 4300
 Los Angeles, CA 90071
 (213) 223-1444
 www.psomas.com

ALTA/ACSM LAND TITLE & DESIGN SURVEY FOR:
HOLLYWOOD & WILCOX
 1624 - 1648 WILCOX AVE. AND 6430 - 6440 HOLLYWOOD BLVD.
 COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	SCALE	SHEET
AUGUST 13, 2007	1" = 20'	2
NO. 115020100		3



CAHUENGA BOULEVARD



HOLLYWOOD BOULEVARD

ALLEY

WILCOX AVENUE



REV	DATE	DESCRIPTION	BY	APPD
DRH	8-22-16	REVISED SURVEYORS CERT AND TITLE BLOCK NAME	DRH	MR
FJW	3-6-2015	ALTA UPDATE AND DESIGN SURVEY	HOO	DRH

BENCHMARK CITY OF LOS ANGELES BENCH MARK NO. 12-20010	
11N BOLT IN CONC MON HMD I-1-A; 7.3FT W OF W CURB LINE WILCOX AVE 10FT N OF N CURB LINE SUNSET BLVD	
ELEV.	355.751
ADJUSTMENT	2000 (NAVD 1988)
DATE: Aug. 22, 2016 - 11:11:26 DWG Name: W:\1\10101001\001\DESIGN\PL-010553.dwg (Updated by: drward)	

PSOMAS
 555 South Flower Street, Suite 4300
 Los Angeles, CA 90071
 (213) 223-1400 (213) 223-1444 fax
 www.psomas.com

ALTA/ACSM LAND TITLE & DESIGN SURVEY FOR:
HOLLYWOOD & WILCOX
 1624 - 1648 WILCOX AVE. AND 6430 - 6440 HOLLYWOOD BLVD.
 IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	AUGUST 13, 2007	SHEET	3
SCALE	1" = 20'		
PROJECT NUMBER	1LEF020100 T100		3

PROJECT DESCRIPTION

ARCHITECTURAL AND URBAN DESIGN NARRATIVE

DESIGN CONCEPT

The design of Hollywood & Wilcox has the goal of celebrating and revitalizing the historic fabric of Hollywood, especially in the National Register of Historic Places-listed Hollywood Boulevard Commercial and Entertainment District along the north end of the project site. At the same time, the southern portion of the site, currently occupied by nondescript one-story and two-story commercial buildings and a large parking lot, provides an opportunity to focus on the potential of present-day Hollywood to be a unique contributor to the vitality of 21st Century Los Angeles. The elements of the project combine in a harmonious blending of old and new, neighborhood and commercial, foreground and backdrop, thereby bridging the golden era of Hollywood and the here and now to discover a timeless architectural language that is distinctively 'Hollywood.' Programmatically, the mixed-use project works to help create a well-balanced urban neighborhood that is greater than the sum of its individual parts.

The project site's most prominent corner is occupied by the Attie Building, which also features the celebrated "You Are The Star" mural. The mural will be preserved and the building will be restored/rehabilitated, particularly the ground level commercial space — which has been significantly altered many times over the years —back to an earlier configuration. Adjacent to this building, we propose the addition of a new low-rise commercial building to replace a small contemporary commercial building that is non-contributing to the Hollywood Boulevard Commercial and Entertainment District. The new commercial building is contemporary, but compatible with the Attie Building, borrowing its triple-bay façade pattern, but using clean modern lines and materials so as not to compete with the structure.

The largest portion of the site will be occupied by a modern mixed-use building that takes contextual cues from historic Hollywood apartment blocks and flagship commercial buildings built in the twenties, thirties, and forties. These inspirations include the Taft building at Hollywood and Vine, the Warner Theater Building, the Security Bank Building, along with the Equitable Building. The proposed building's mostly white exterior combined with accents of color pulled from its neighbors presents an unabashedly modern building that is, nevertheless, anchored in its Hollywood locale through the use of a solid, cementitious exterior and its vertical façade rhythm.

With its frontage along Wilcox Avenue, the new mixed-use building takes advantage of an opportunity to bring the vitality of the Hollywood Boulevard streetscape to a relatively pedestrian-unfriendly stretch of Wilcox Avenue. Lined with commercial space, and residential lobby and resident amenity space in a double-story configuration, the ground level is specifically designed to activate Wilcox. The widened public sidewalk in front of the building creates a welcoming plaza with street furniture, planters and possible café-style seating for food-service customers.

Above, the residential tower provides a mix of unit plans to invite a diverse mix of households. Multiple common exterior spaces, including a pool deck over the new commercial building on Hollywood Blvd and higher decks with views, provide residents the opportunity to connect with one another and with their immediate Hollywood neighborhood.

Outside, the building's exterior is composed of two exterior 'skins'. The primary, outer cementitious wall projects solidity and a sense of permanence, not unlike the historic Hollywood apartment blocks. Meanwhile, the secondary, inner skin includes the building's fenestration which allows for ample light and air.

The space between the two wall layers helps to shade the residential units, thereby lessening the need for air conditioning while giving the building a sense of depth. This façade depth is in the spirit of historic Hollywood architecture and is in contrast with the thin curtainwall membranes used on many comparable modern buildings. The depth between wall layers also create private outdoor patio space. Unlike hanging balconies, this integrated approach reinforces the unified building mass, creating a more authentically urban aesthetic.

CONNECTIVITY

The project is highly responsive to its immediate urban context. One of the project's key goals is to repair gaps in the streetwall and thereby enhance activity and visual interest on both Hollywood Boulevard and Wilcox Avenue. Along Hollywood Boulevard, the Attie Building and its famous "You Are The Star" mural is sensitively preserved to help anchor this important corner. Next door, the proposed new commercial building provides a transparent storefront to enhance this stretch of Hollywood Boulevard and the viability of the pedestrian-oriented Commercial and Entertainment district.

While Wilcox Avenue connects directly to busy Hollywood Boulevard, it exhibits none of its vibrancy. The restored/rehabilitated building's ground floor spaces will act as a gateway to this corridor, which when combined with the new mixed-use residential building along Wilcox, will expand the zone of pedestrian activity south to Wilcox. By drawing increased foot-traffic, we hope to make this important north-south corridor a true neighborhood connector.

Furthermore, we carefully designed the mixed-use apartment building's frontage on Wilcox to create a streetscape that heightens the pedestrian experience. The ground level of the new mixed-use residential building is lined with commercial space and building lobby space with resident amenities that open onto the sidewalk-plaza. With more than 80% storefront glazing at ground level, the building exhibits a high degree of transparency, creates visual interest for passersby, and provides critical 'eyes on street' to improve both the actual and perceived safety of the area at night.

SCALE, DESIGN AND PRESERVATION OF COMMUNITY CHARACTER

Hollywood and the immediate project environs exhibit a wide range of building heights. Numerous billboards and tall antennae towers add to this diversity of heights. Similarly, our project uses a range of building heights as appropriate to the immediate context. We identified a relatively consistent height of the existing buildings along Hollywood, and wanted to match that height with the new proposed commercial space, even though that height is below the allowable by-right 45 foot height limit. The tallest portion of the project, the southern-most portion of the mixed-use residential building, is only slightly taller than the currently-under-construction Dream Hotel on the same block.

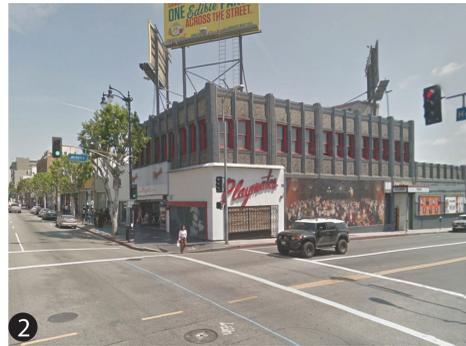
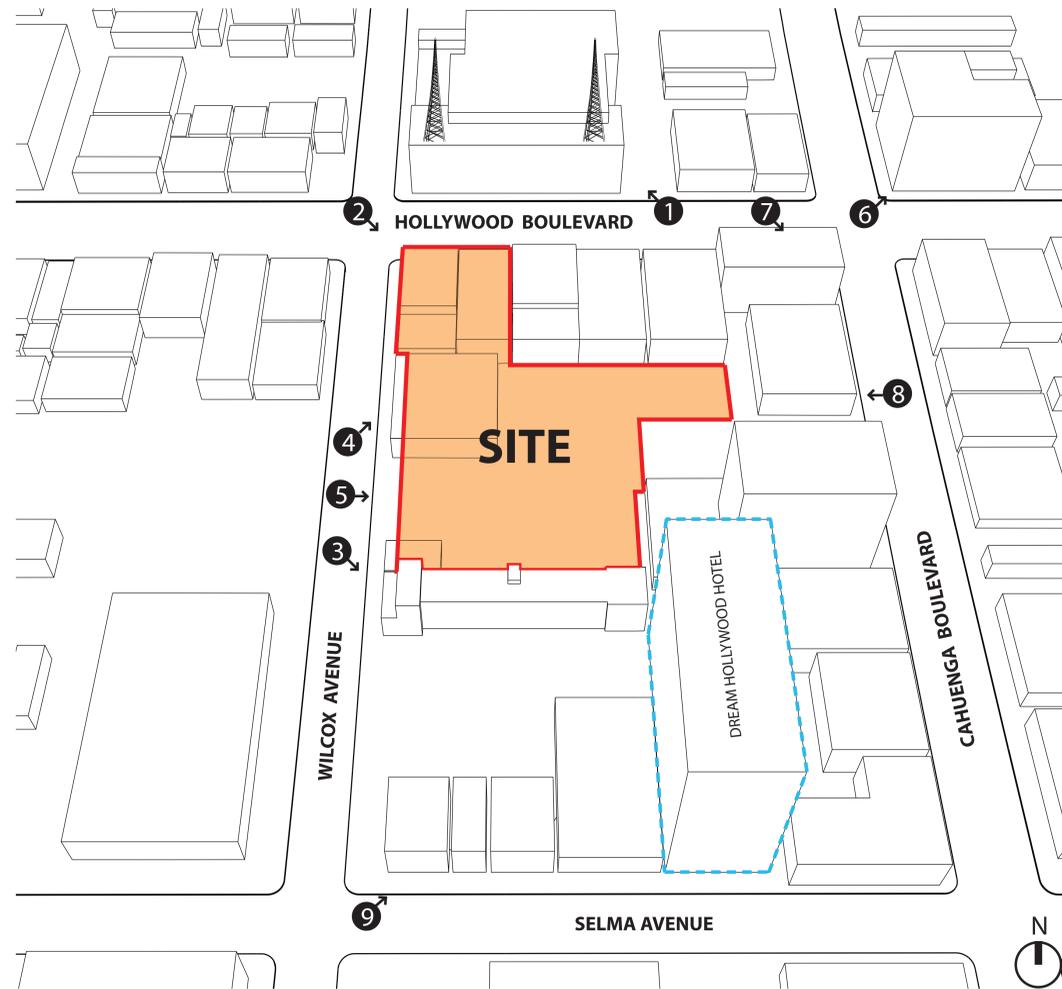
The mixed-use residential building is outside the boundary of the Hollywood Boulevard Commercial and Entertainment District and is carefully designed to not compete with the historic fabric along the Boulevard. Carefully sited a respectful distance from the Boulevard, the building steps down as it approaches Hollywood Boulevard, greatly reducing the building's perceived height and mass. From Hollywood Boulevard the new mixed-use building is visible only at a low angle; it does not loom overhead, but instead stands at a respectful distance.

The mostly white, minimally adorned exteriors of the two new structures that are located behind and to the side of the Attie Building are meant to serve as a backdrop, so that the building's Art Deco details can take center stage.

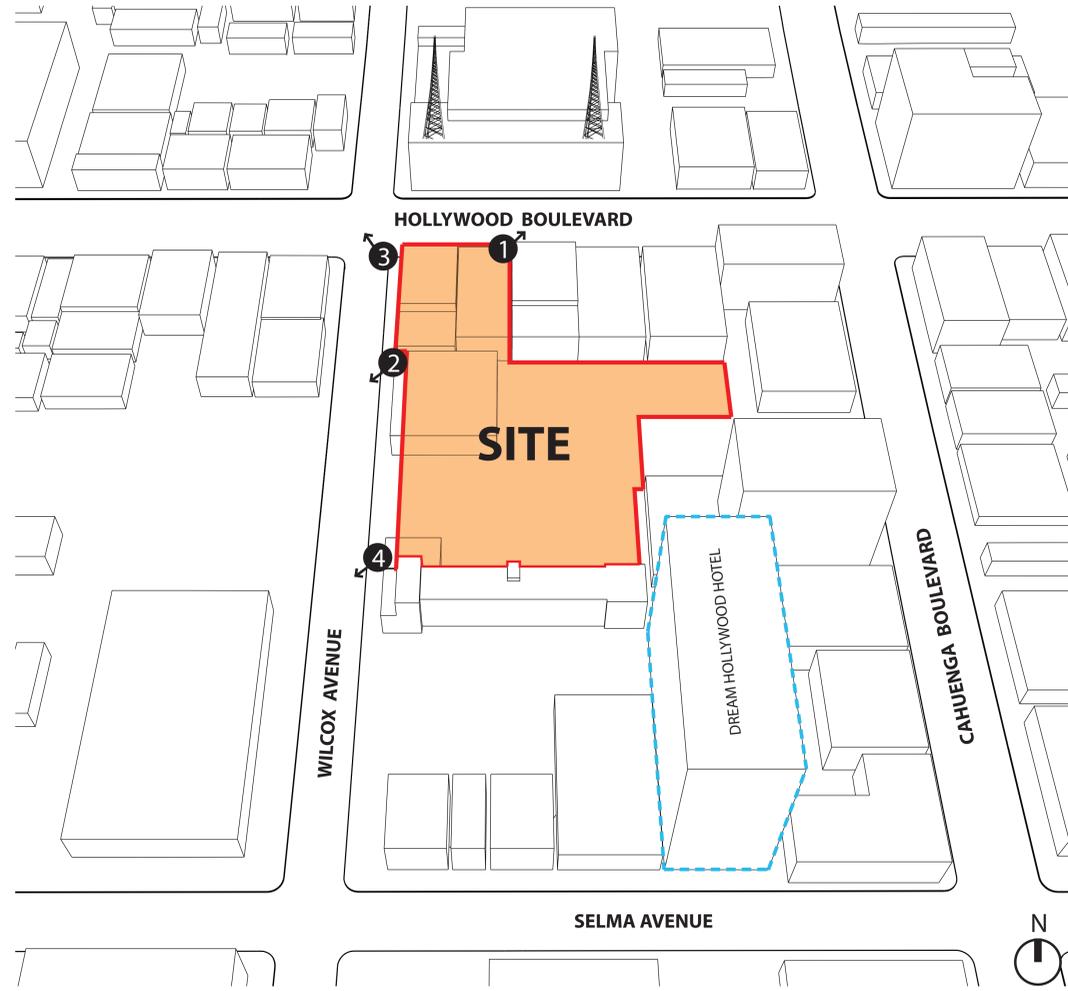
VEHICULAR SITE ACCESS AND CIRCULATION

The project strives to create an urban condition, where driveways and parking areas take a minimal amount of space and are unobtrusive. Over the combined 445 feet of frontage along Hollywood Boulevard and Wilcox Avenue, the only curb cut is a single two-lane driveway on Wilcox that provides access to resident drop-off, loading, trash and structured parking below, at, and above grade for both residents and commercial patrons. The parking area on levels 1 and 2 is hidden from view on Wilcox Ave. by the double-story ground level commercial space and resident lobby/amenity spaces. On level 3, apartments line the elevation along Wilcox Avenue to similarly hide the above grade parking from the street.

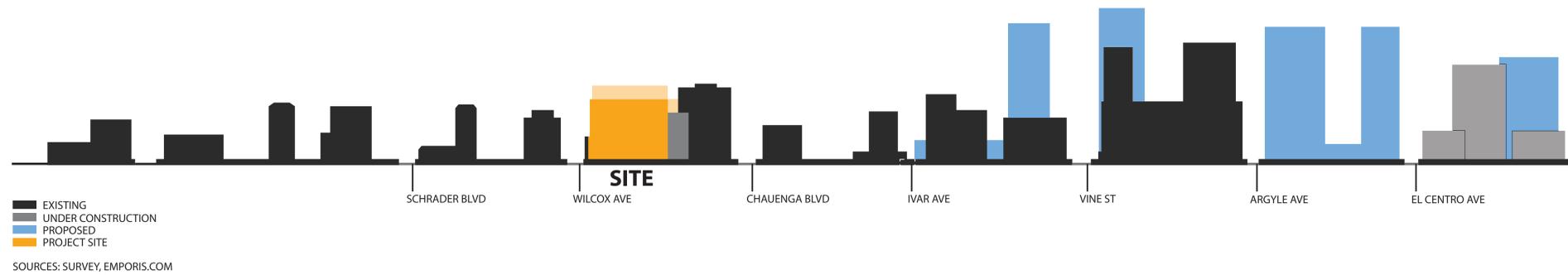
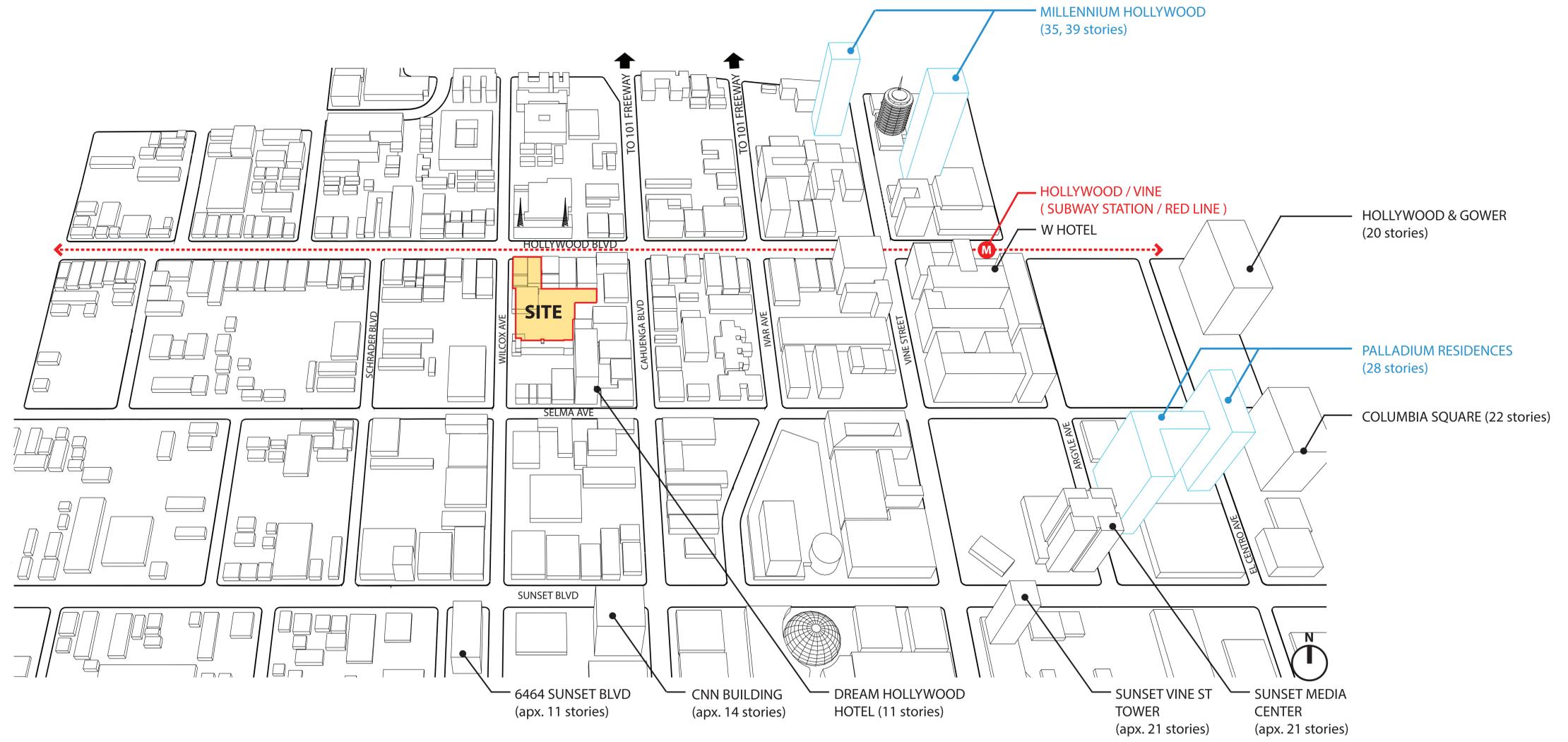
SITE CONTEXT



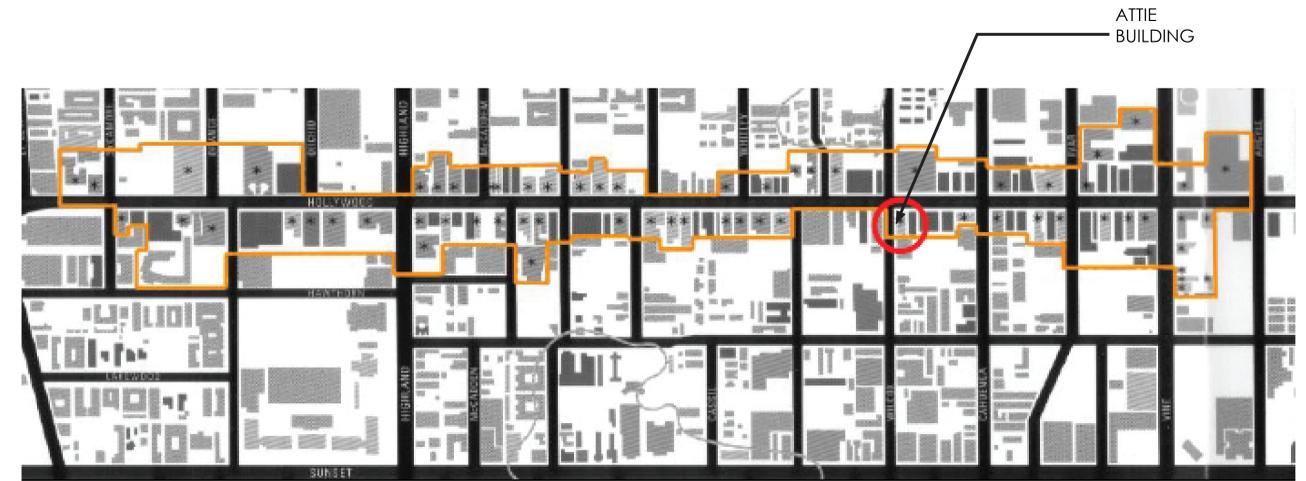
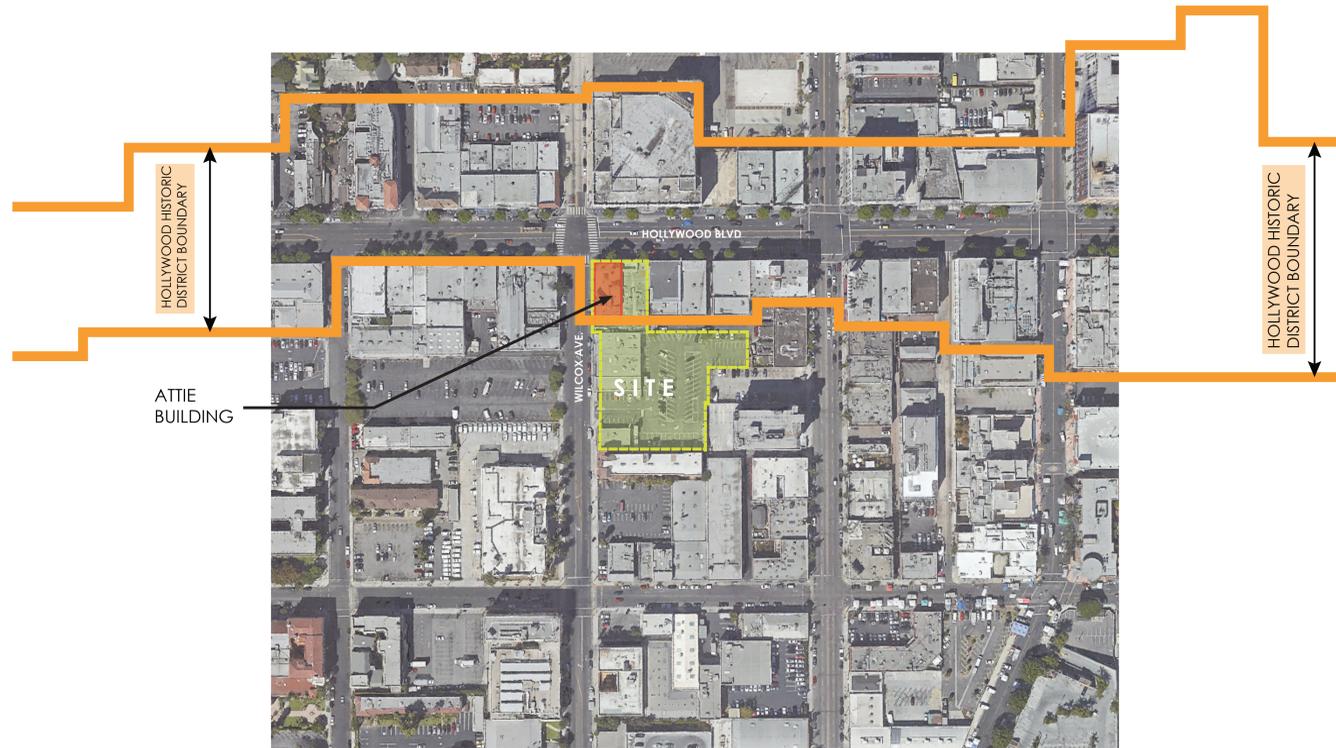
SITE CONTEXT



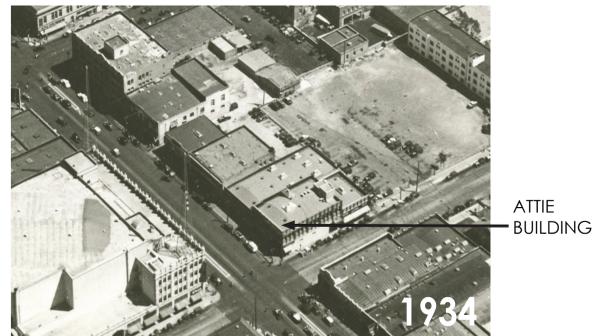
SITE CONTEXT



HOLLYWOOD NEIGHBORHOOD STUDY



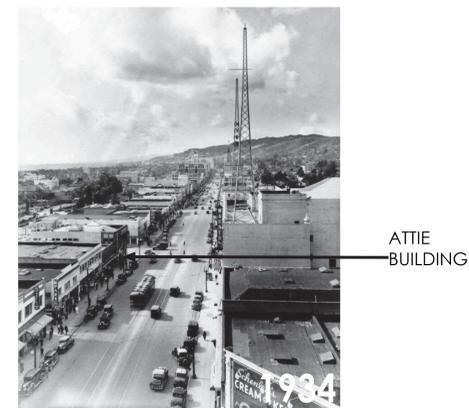
HOLLYWOOD HISTORIC DISTRICT OUTLINE
COMMUNITY REDEVELOPMENT AGENCY, 1985



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA, 1934



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA, 1938



HOLLYWOOD BOULEVARD AERIAL VIEW
ORIGINAL SOURCE UNKNOWN | HISTORIC CA, 1934



LOOKING EAST ON HOLLYWOOD BOULEVARD.
ORIGINAL SOURCE UNKNOWN | HISTORIC CA, 1938

HISTORIC IMAGES OF HOLLYWOOD SHOWING THE ATTIE BUILDING

THE ATTIE BUILDING

The Attie building at 6436 Hollywood Blvd. was built in 1931. It is an excellent example of the Art Deco period commercial architecture that is often associated with the golden era of Hollywood.

Although the mural on Wilcox Avenue is not original to the building, it has become an icon of Hollywood.



NORTH ELEVATION, DETAIL OF GRAYSON'S STOREFRONT AT NIGHT.
LA FORUM ISSUE 7, ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1946



NORTH ELEVATION, VIEW SOUTHWEST.
BISON ARCHIVES | HISTORIC CA. 1947



NORTH ELEVATION, VIEW EAST ALONG HOLLYWOOD BLVD.
BISON ARCHIVES | HISTORIC CA. 1948



ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1950



ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1953



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1972



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1979



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1979



SOURCE UNKNOWN | 2004

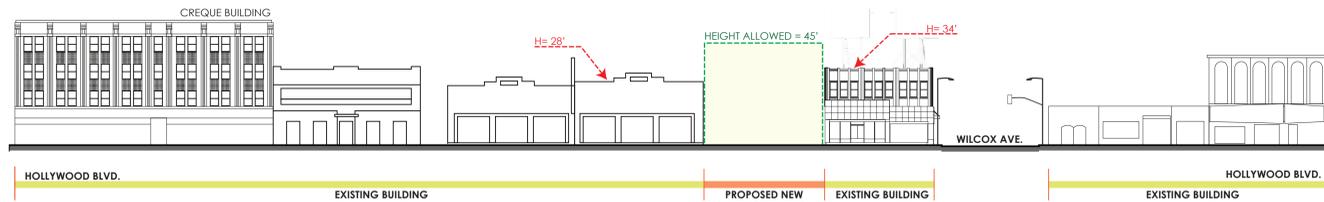


GMMA | 2016

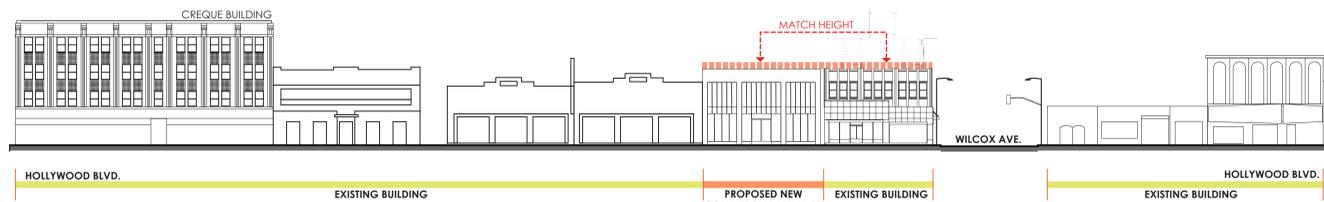
HOLLYWOOD BOULEVARD STREETScape STUDIES



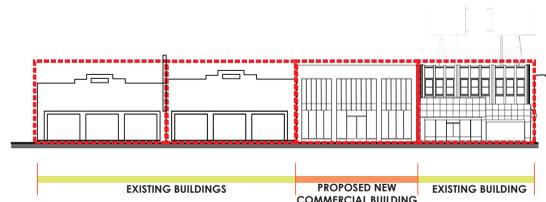
EXISTING STREETScape ALONG HOLLYWOOD BLVD.



ALLOWABLE HEIGHT New construction on Hollywood Blvd is allowed up to a height of 45'. We propose a lower height to align with the height of the Attie building.

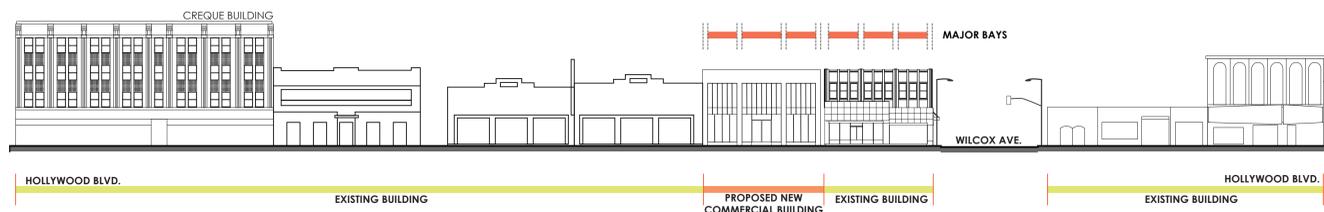


PROPOSED HEIGHT TO MAINTAIN A CONSTANT STREET WALL



ECHOING NEIGHBORING PROPORTIONS

The new commercial building would closely echo the width as well as the height of the Attie building.



FACADE PATTERN/ RHYTHM STUDY

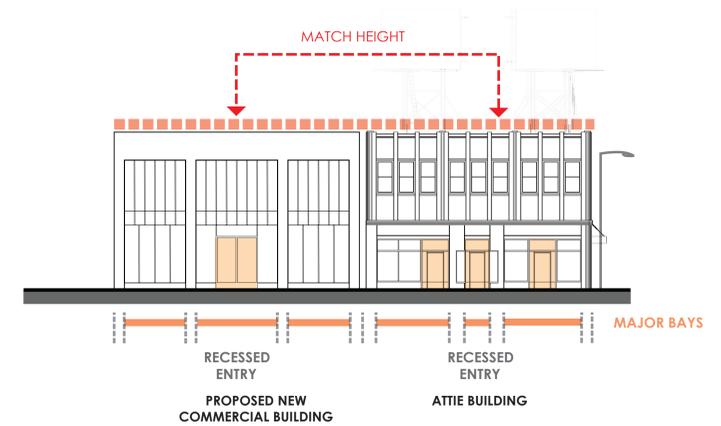


HOLLYWOOD STREETScape WITH PROPOSED COMMERCIAL BUILDING

ATTIE BUILDING RESTORATION / REHABILITATION STUDIES



EXISTING STREET ELEVATION



ATTIE BUILDING AFTER PROPOSED RESTORATION / REHABILITATION AND THE PROPOSED CONTEMPORARY COMMERCIAL SPACE

The new commercial building follows the height datum established by the Attie building. The exterior of the new commercial building also borrows the Attie building's three major bay rhythm. For the restored/rehabilitated Attie Building storefront, the three major bays on the second story are brought down and reflected in the design of the first story. Now, the Attie building looks anchored and supported by its ground level.



ATTIE BUILDING AFTER PROPOSED RESTORATION / REHABILITATION AND THE PROPOSED CONTEMPORARY COMMERCIAL SPACE

ELEVATION STUDY | NEW BUILDING IN-RELATION TO EXISTING OLD BUILDINGS

Proposed Mixed-Use Residential Building

The new mixed-use residential building is outside of the Hollywood Boulevard Commercial and Entertainment District boundary. Nevertheless, this building was designed to be respectful to its neighbors to the north. The mixed-use residential building is designed to create a vibrant, pedestrian-oriented streetscape for this stretch of Wilcox Avenue where none presently exists. Taking cues from the Attie Building, the new mixed-use building continues the ground level public uses with commercial space and a transparent public-facing lobby. The second level of the new building is scaled so that it is in line with the second level of the Attie Building, and its design incorporates the vertical lines apparent in its neighbor.

Engaging the streetscape and bringing the building to the sidewalk was balanced with an effort to reduce the actual and perceived mass of the structure above, especially from Hollywood Boulevard, by stepping the building down to the north. While the building is a contemporary structure, taking cues from the existing Hollywood context was of foremost importance.

Horizontal and Vertical Detailing – Façade Expression

The proposed new building uses strong bands of vertical and horizontal lines, often accentuated by prominent bands of color to create a visual complexity that echoes the vibrancy and visual interest of classic Hollywood structures.

Façade Depth and Exterior Finish

Our building does not use a glass curtainwall as its skin. Instead, our strategy is to create a sense of depth, by utilizing a solid cementitious exterior, with the glazing recessed behind the primary layer, echoing the masonry exterior of historic Hollywood buildings and the depth within these elaborate facades. The interstitial space between the solid exterior and the inner glazing layer provides balcony space for the residents. This design means that the balconies are integrated within the building's façade, rather than projecting from it.

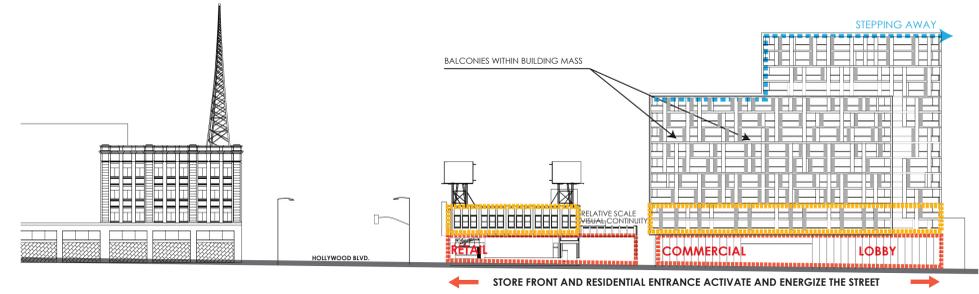
Material and Color

The proposed building uses a white fiber cement (cementitious) exterior as the dominant material. The use of light colors has abundant precedent in Hollywood. Many Art Deco buildings use bright white stucco or light colored and glazed terracotta. At the same time, darker colored accents at windows and trim are commonly found. The mixed-use building uses such color accents, in the form of vertical bands, to incorporate the color sensibilities of older landmark structures such as the Attie Building.

EXISTING WILCOX AVE. ELEVATION

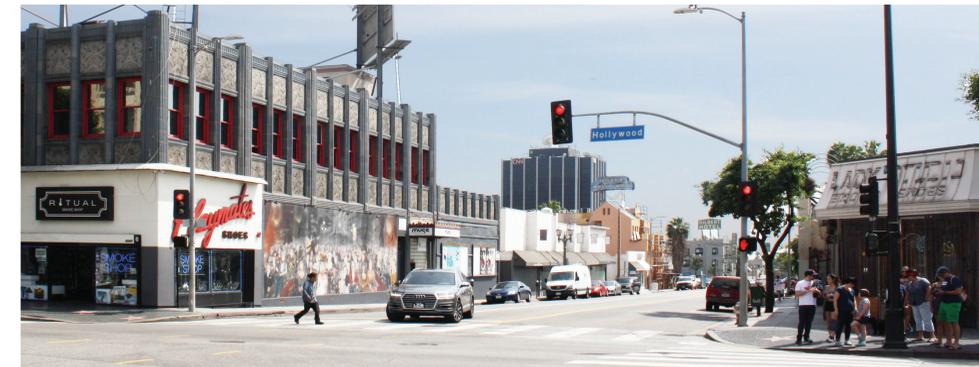


BUILDING HEIGHT STEPS AWAY FROM HOLLYWOOD BLVD.



TAKING CUES OF SCALE AND PROPORTIONS FROM THE NEIGHBORING ATTIE BUILDING

EXISTING VIEW ALONG WILCOX AVE.

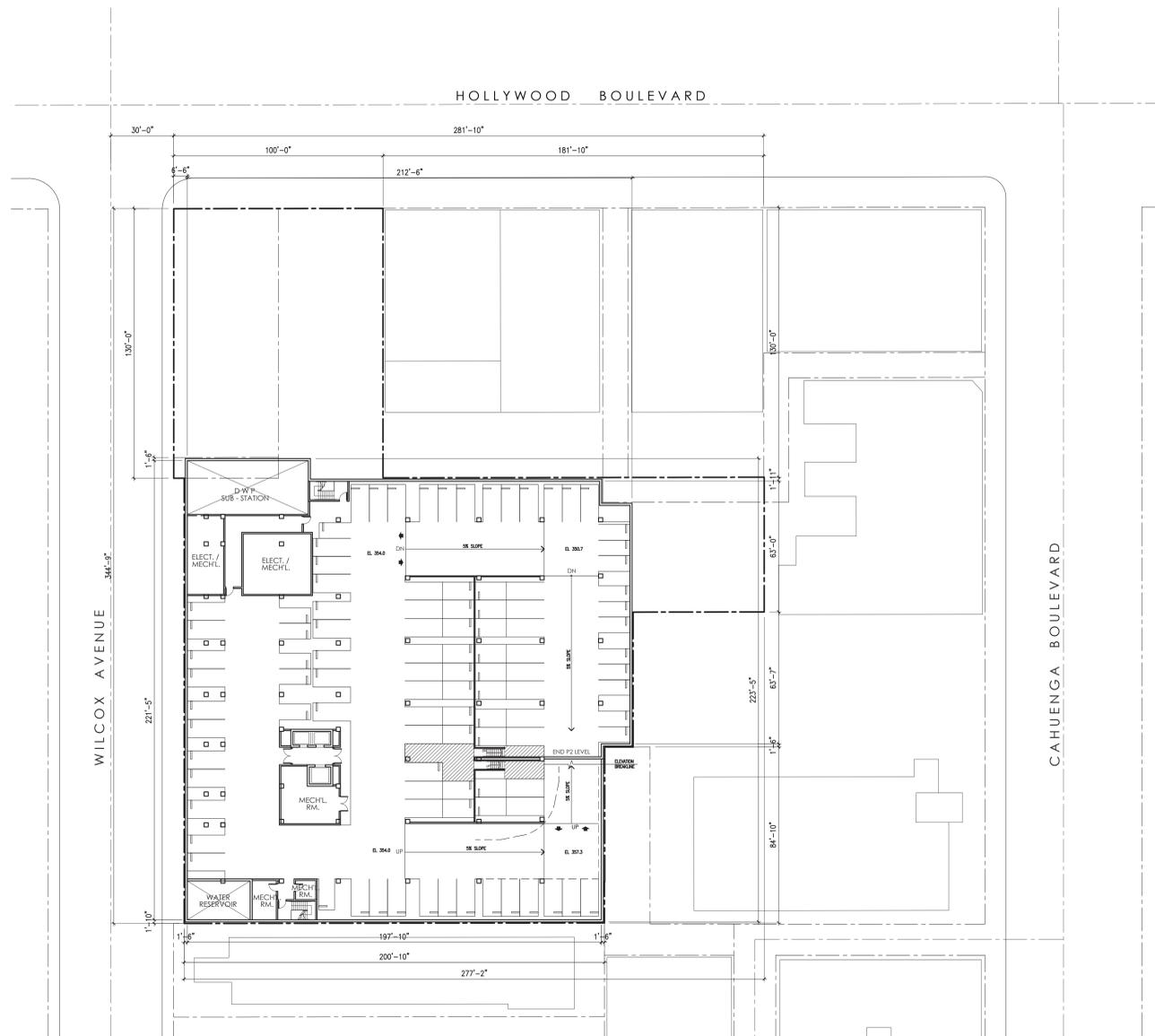


ACTIVATING STREETFRONT ON WILCOX AVENUE

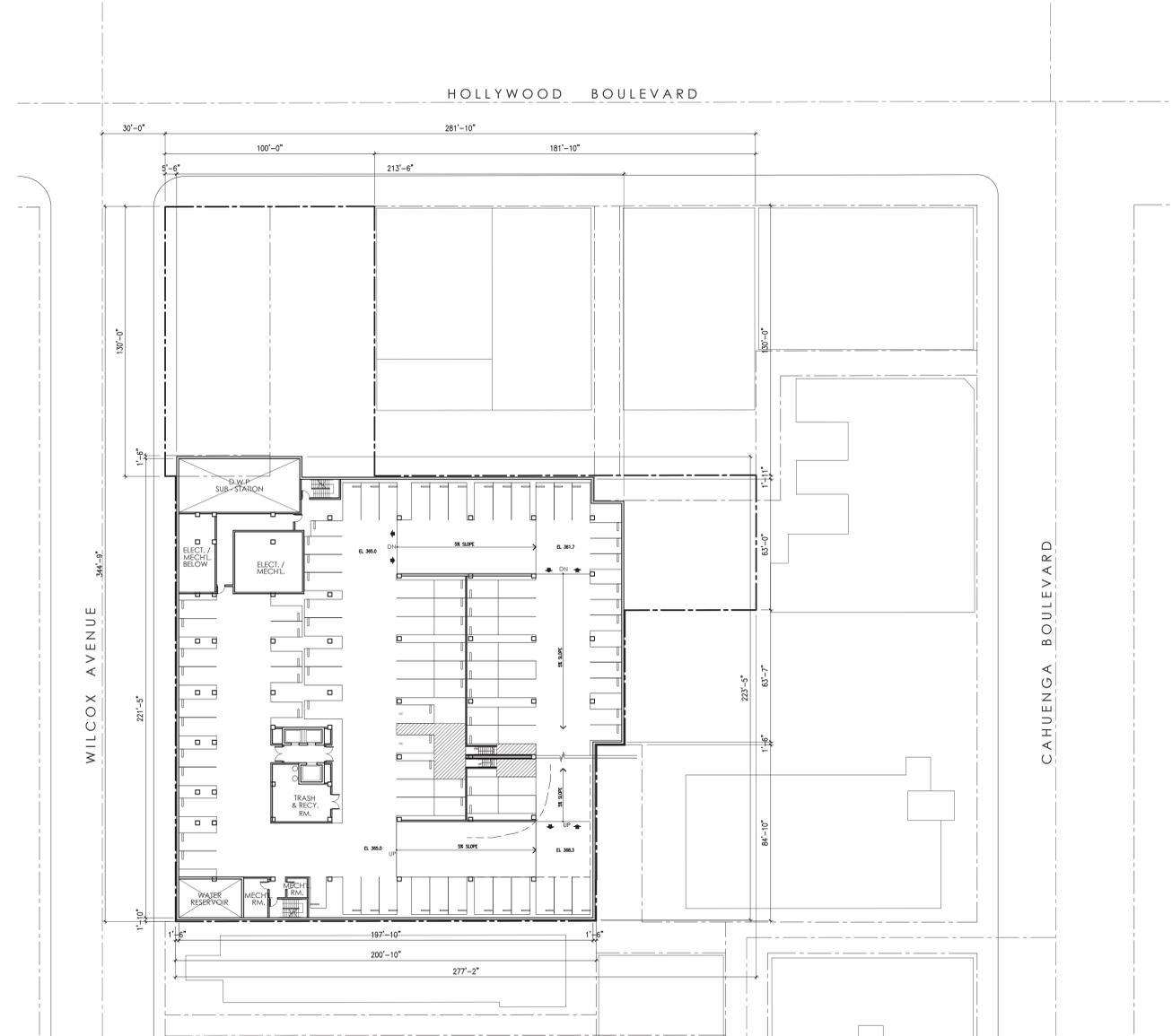




COMPOSITE
SITE PLAN
SCALE 1"=20'
0 10' 20' 30'

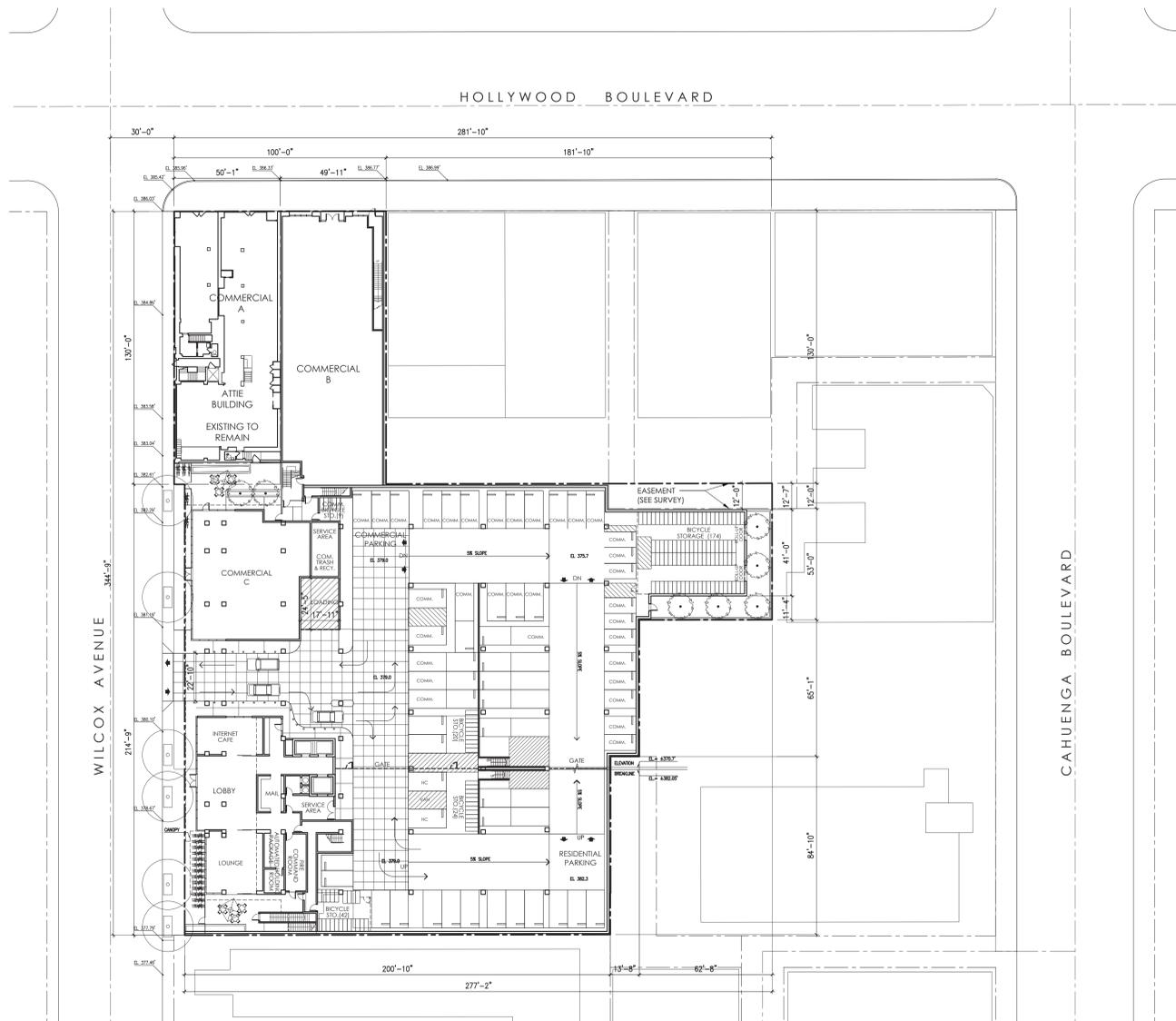


PARKING - P2

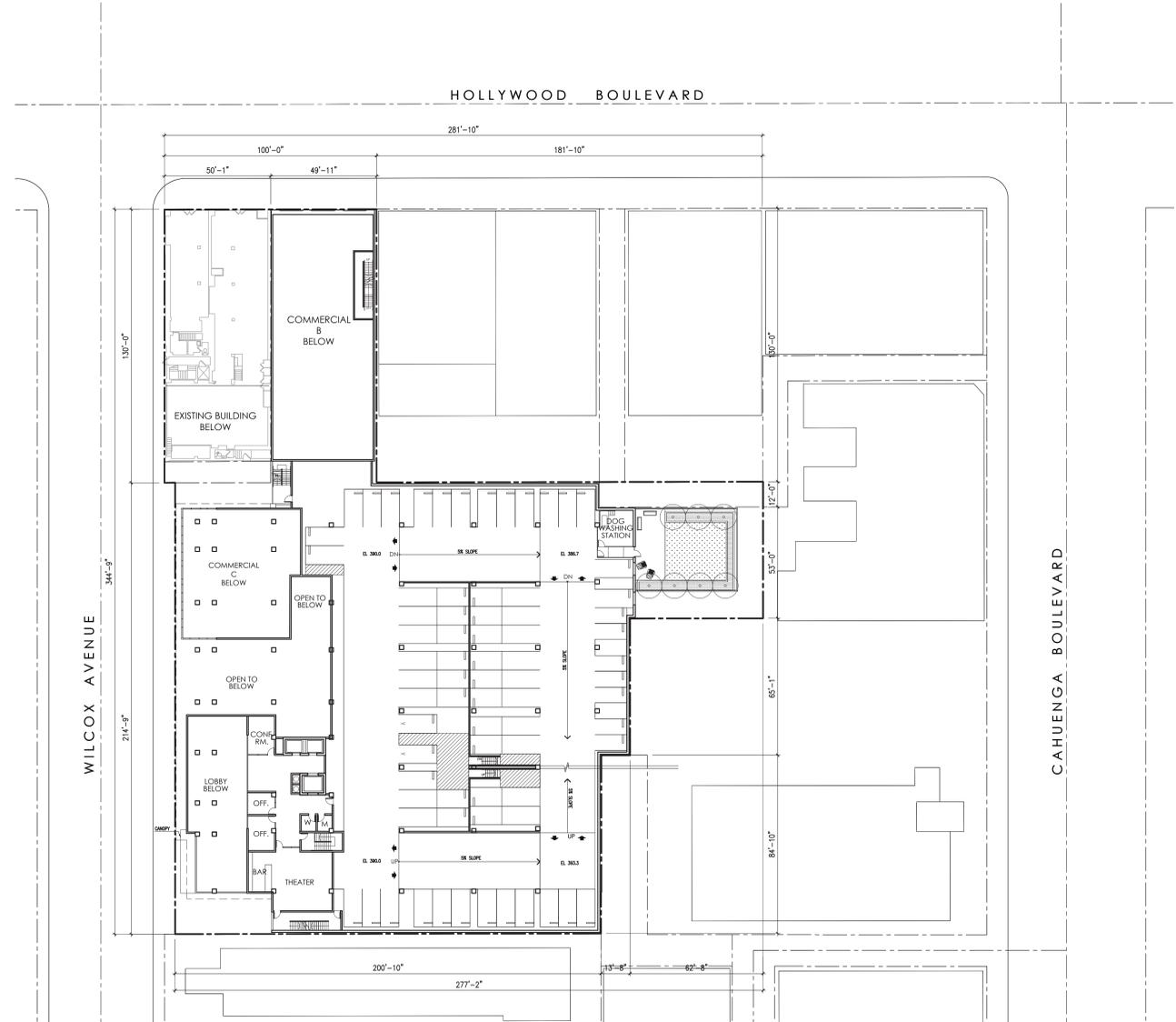


PARKING - P1

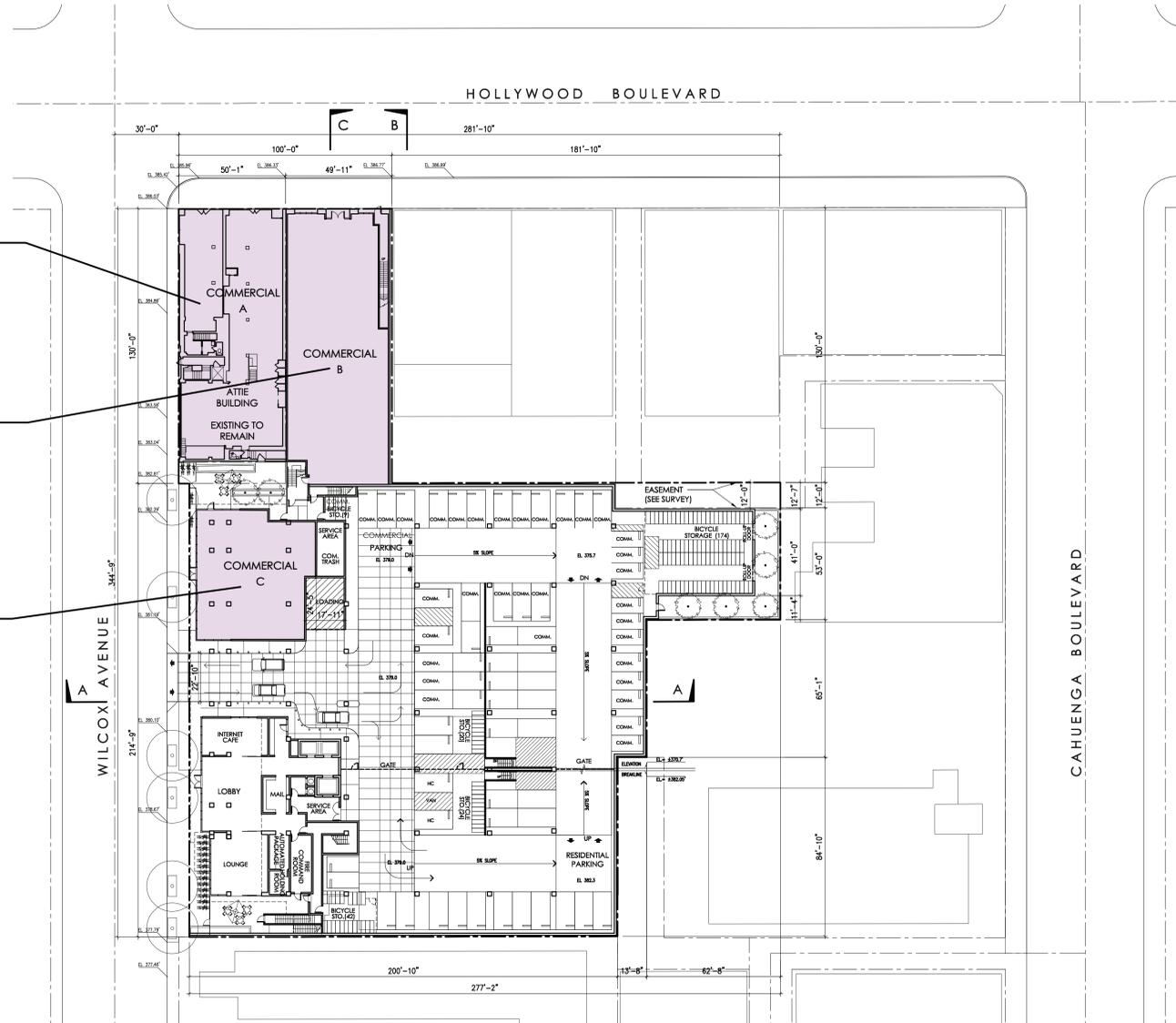
N
 FLOOR PLANS
 SCALE 1"=30'
 0 15' 30' 75'



LEVEL 1



LEVEL 2



COMMERCIAL – 1 STORY
(COMMERCIAL A)
5,420 SF
TYPE: OFF-SITE

COMMERCIAL – 1 STORY
(COMMERCIAL B)
5,600 SF
TYPE: OFF-SITE

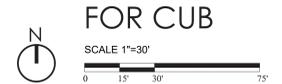
RESTAURANT – 1 STORY
(COMMERCIAL C)
3,200 SF
TYPE: ON-SITE

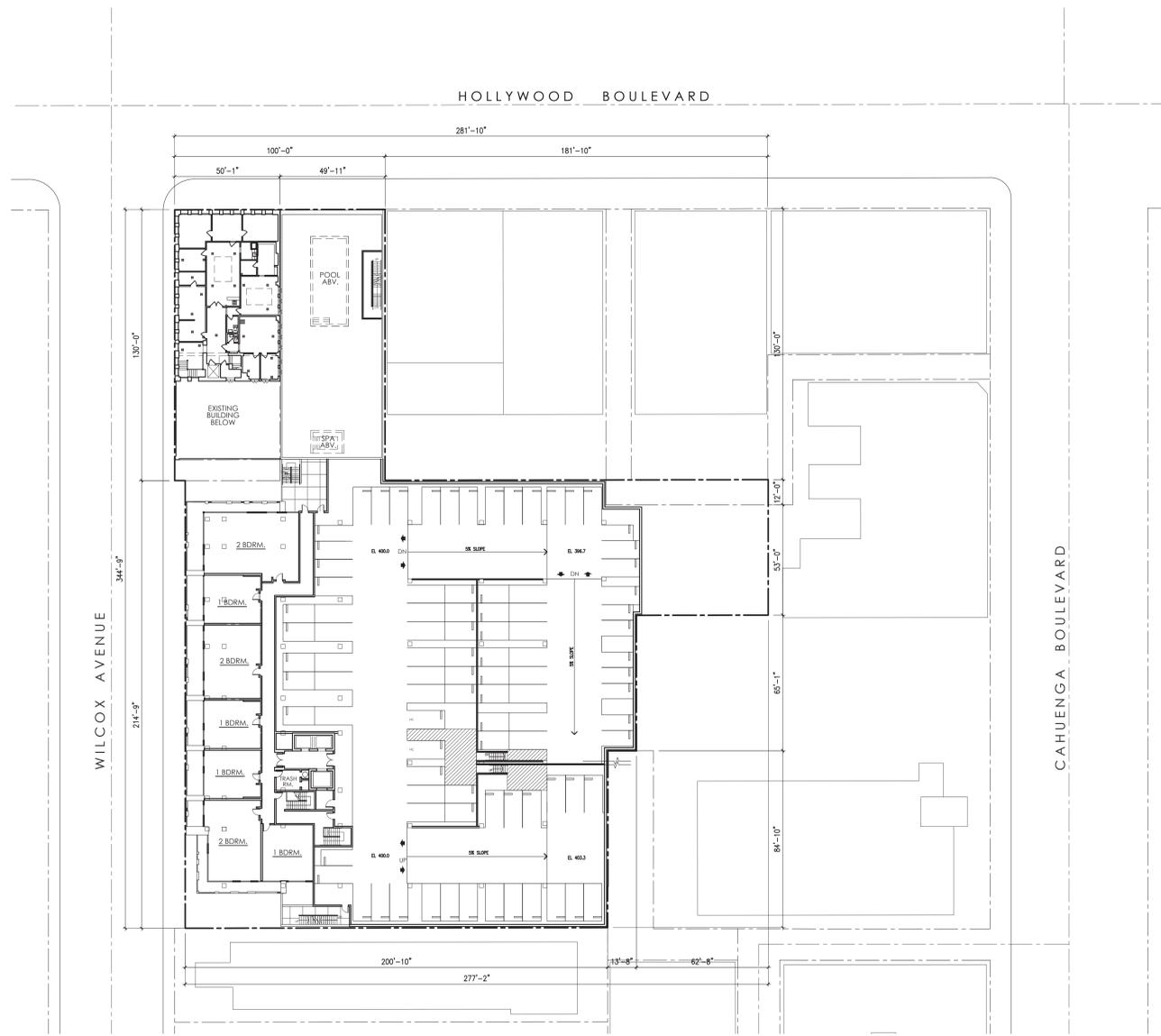
CUB SUMMARY TABLE

BUILDING	USE	BUILDING AREA	PATIO AREA	TYPE
COMMERCIAL A	RETAIL	5,420 SF	0 SF	OFF-SITE
COMMERCIAL B	RETAIL	5,600 SF	0 SF	OFF-SITE
COMMERCIAL C	RESTAURANT	3,200 SF	920 SF	ON-SITE

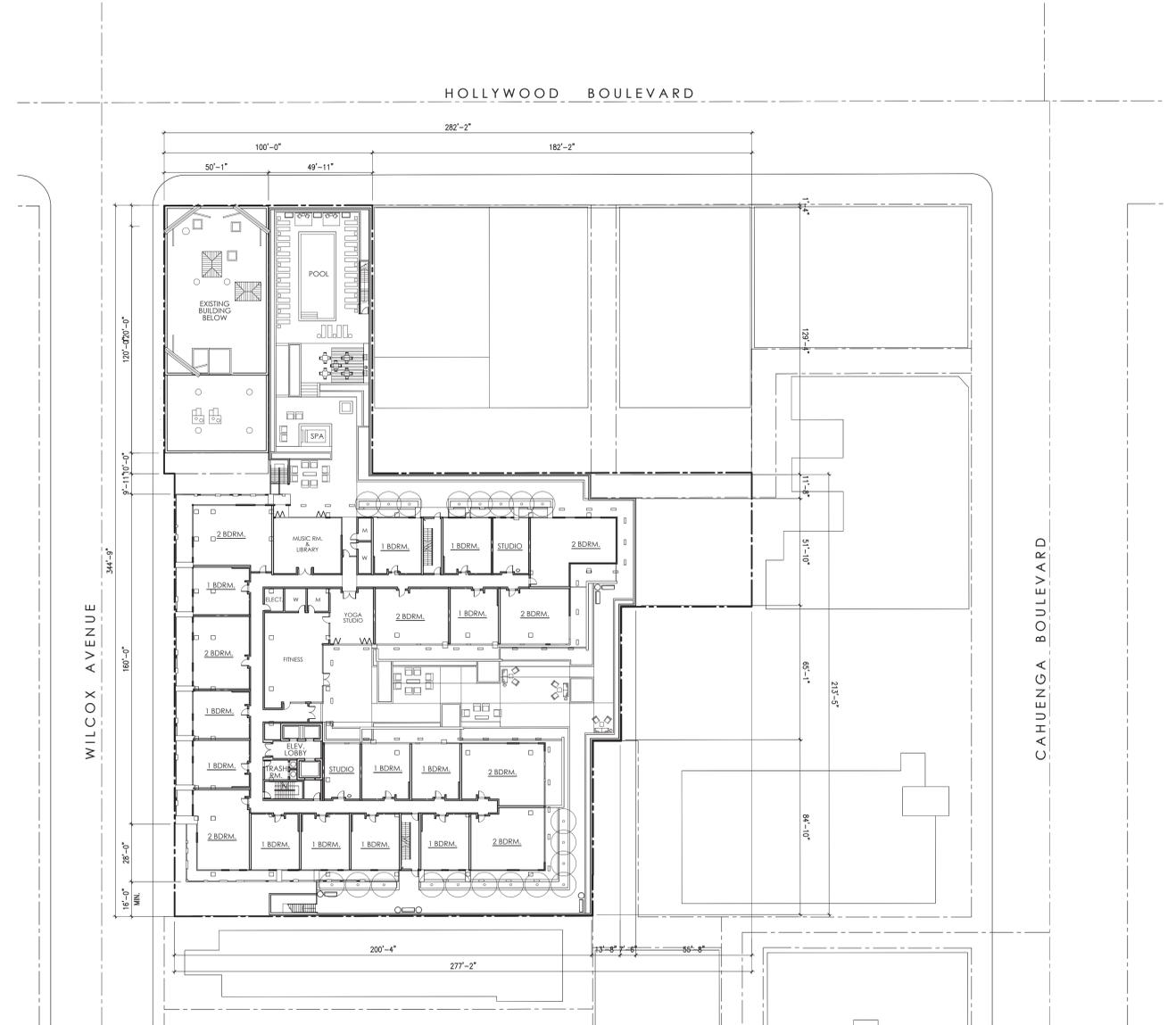
LEVEL 1

CUB DIAGRAM AND SUMMARY

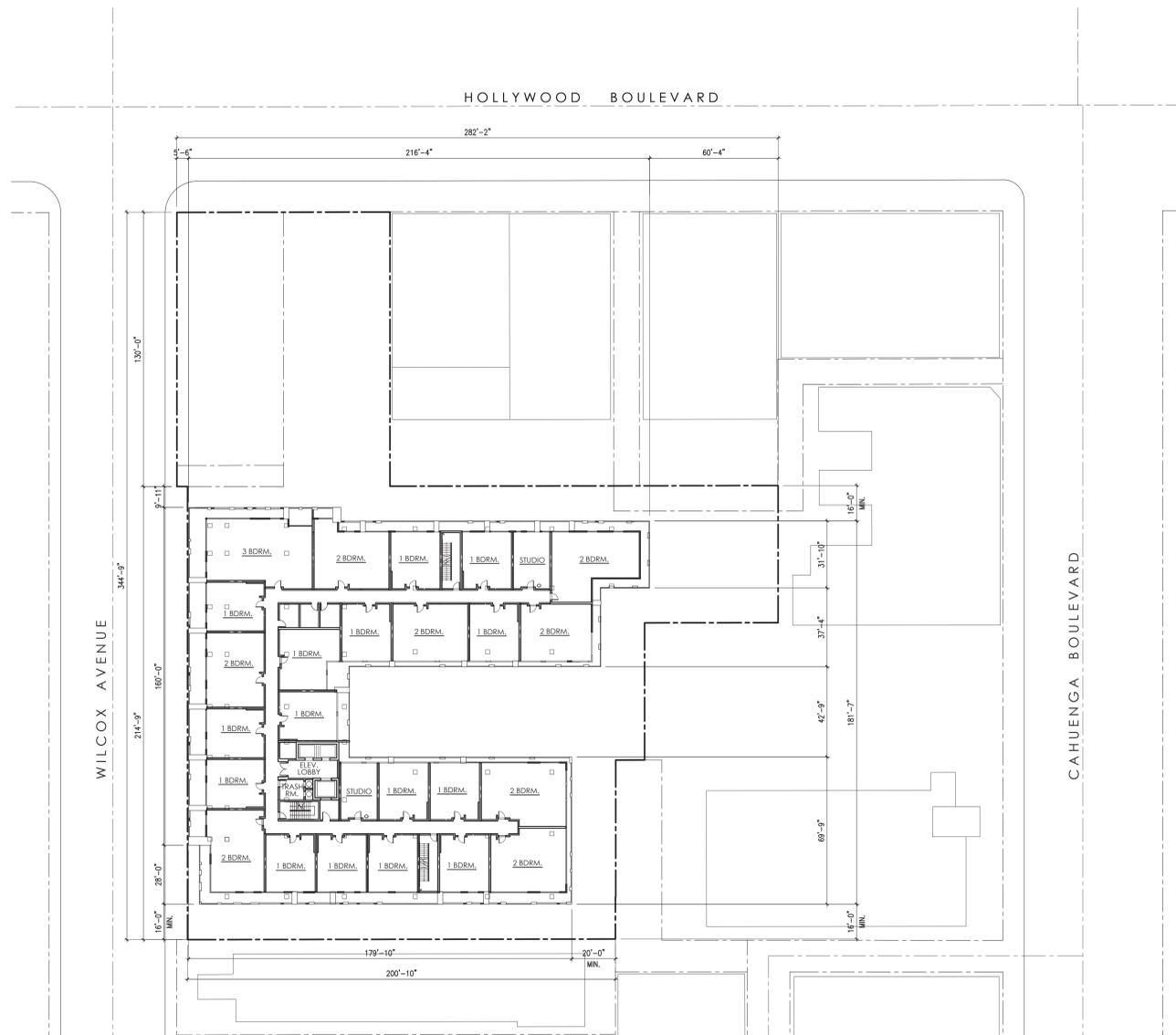




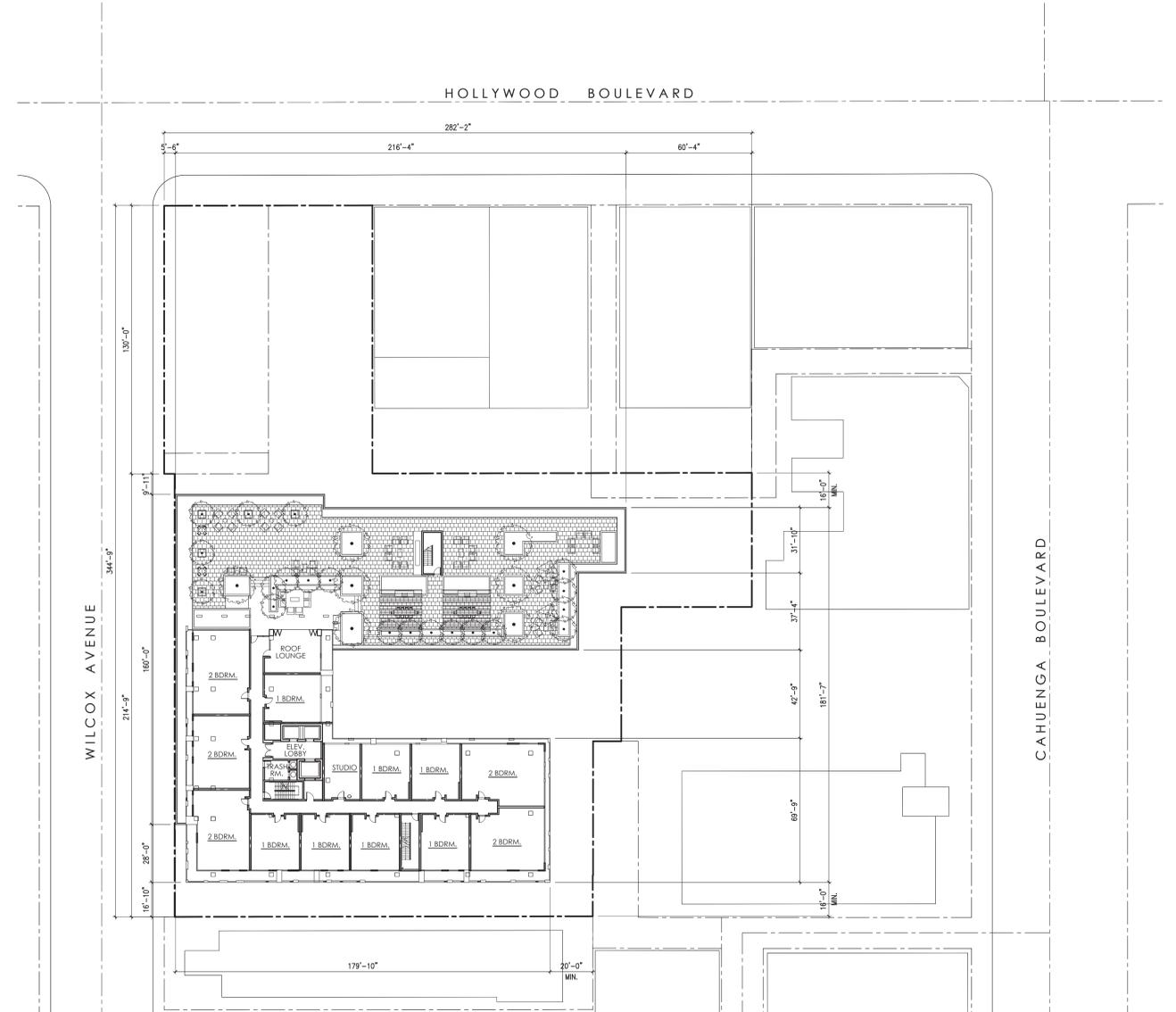
LEVEL 3



LEVEL 4

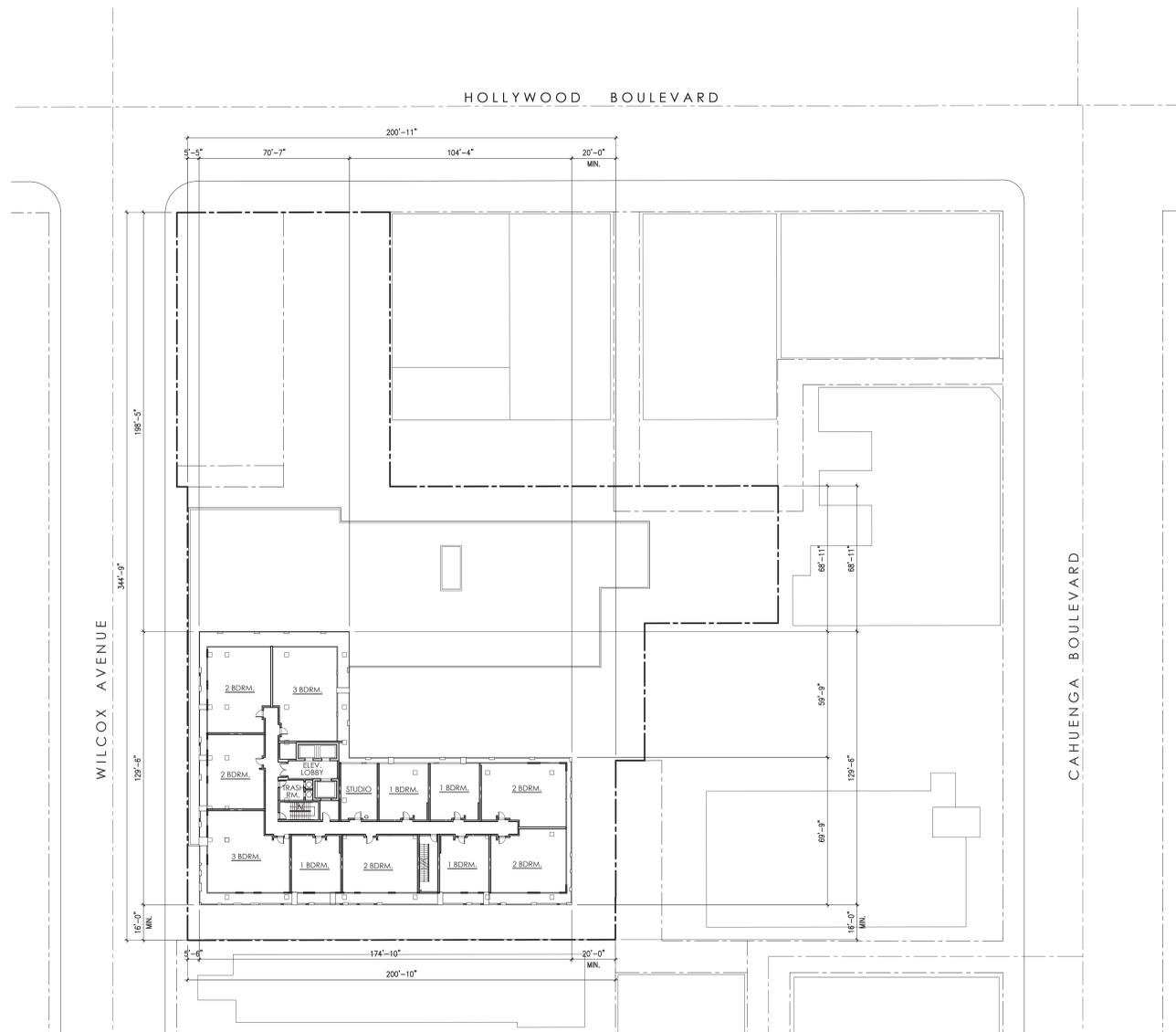


LEVEL 5 - 11

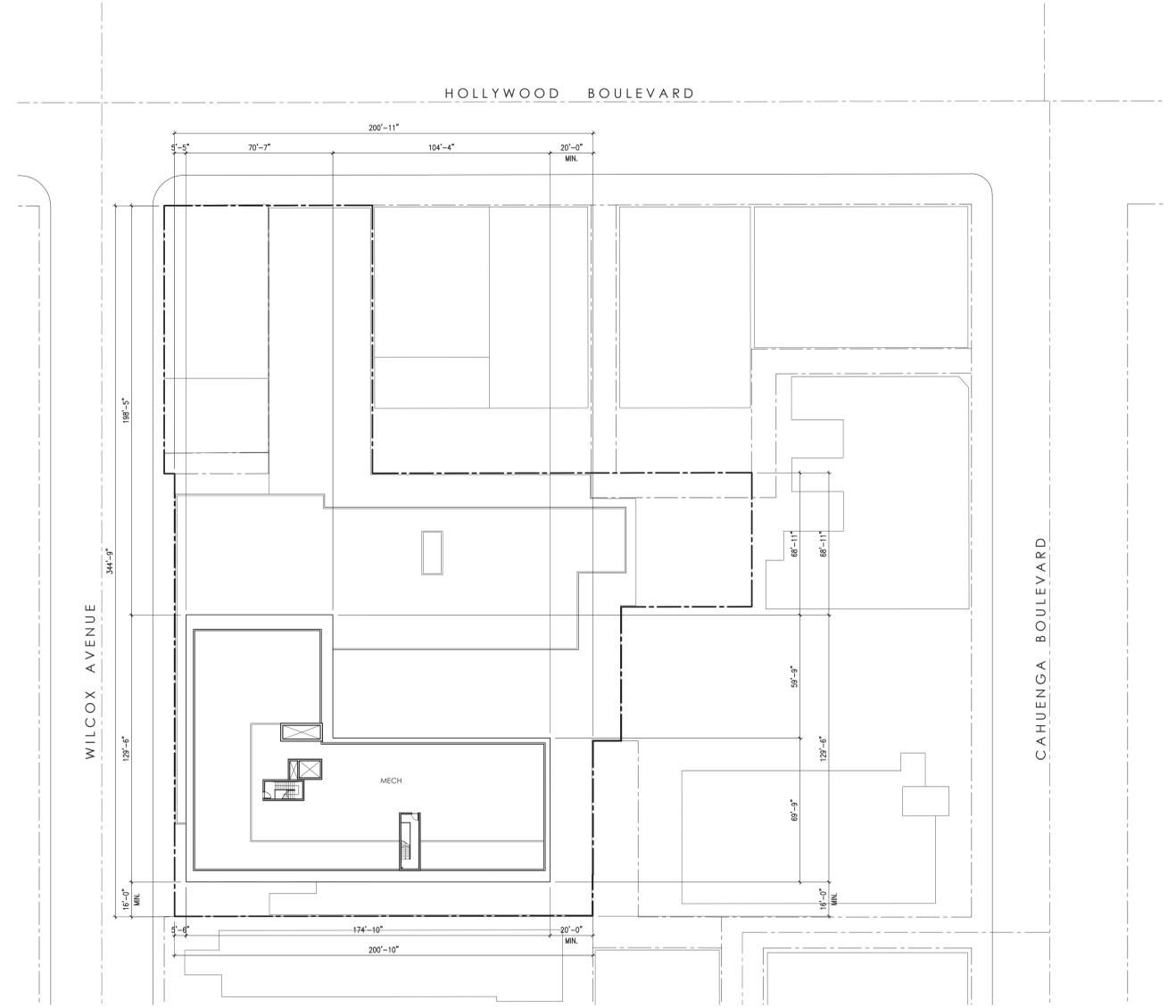


LEVEL 12

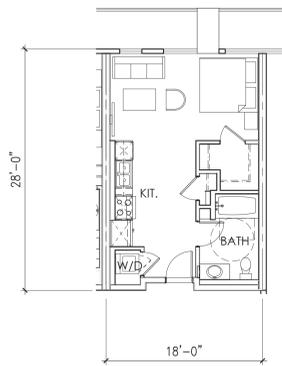




LEVEL 13 - 15



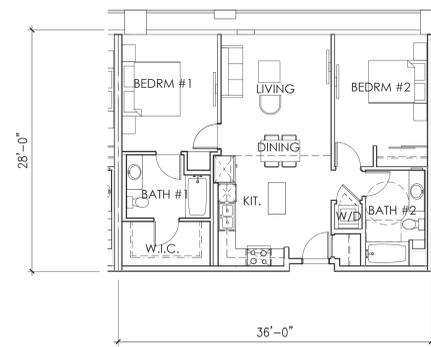
ROOF LEVEL



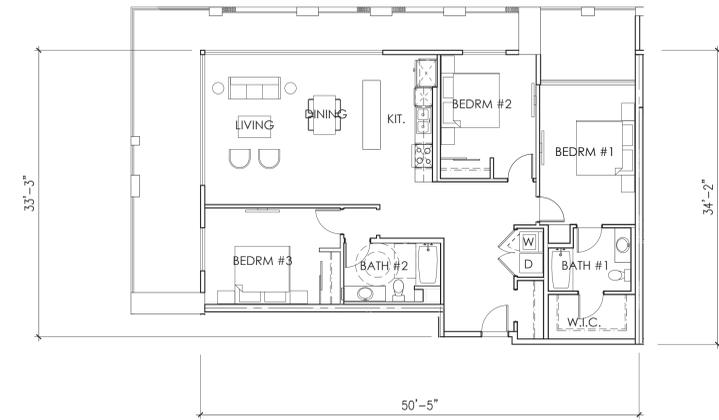
STUDIO



ONE BEDROOM



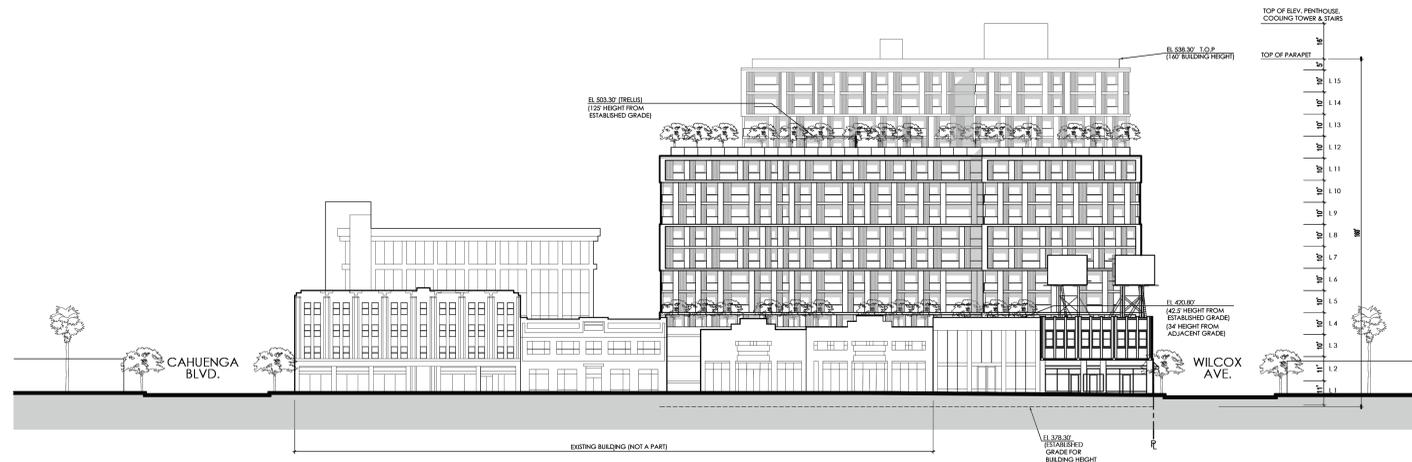
TWO BEDROOM



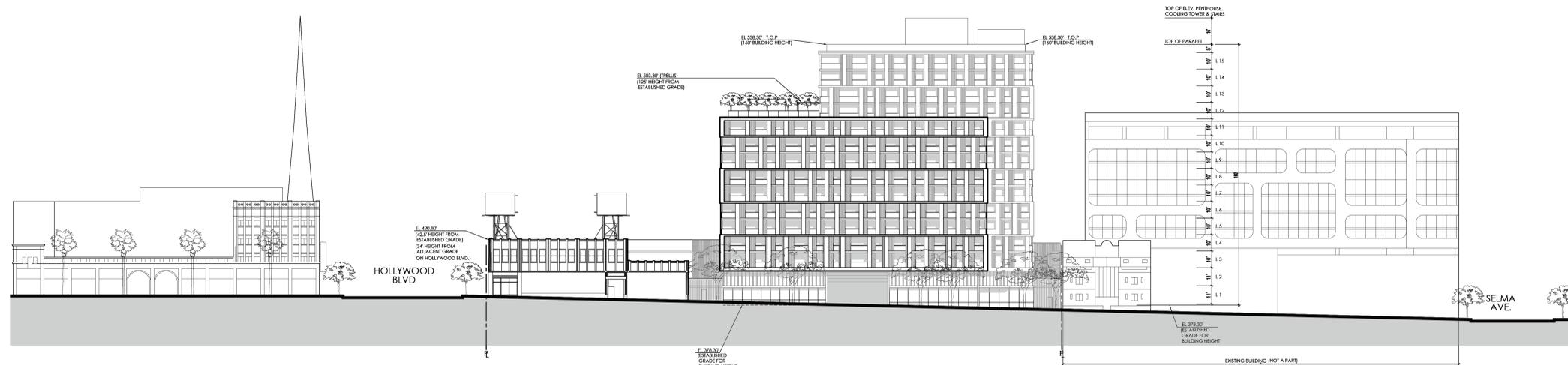
THREE BEDROOM

NOTE: UNIT PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

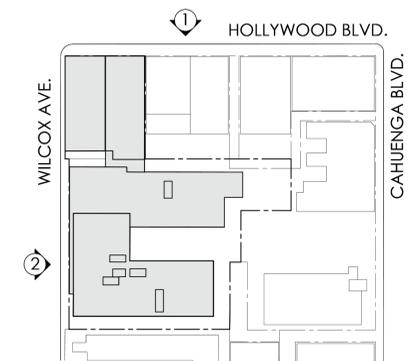
TYPICAL
UNIT PLANS
SCALE 1/8"=1'-0"
0 5 10 20

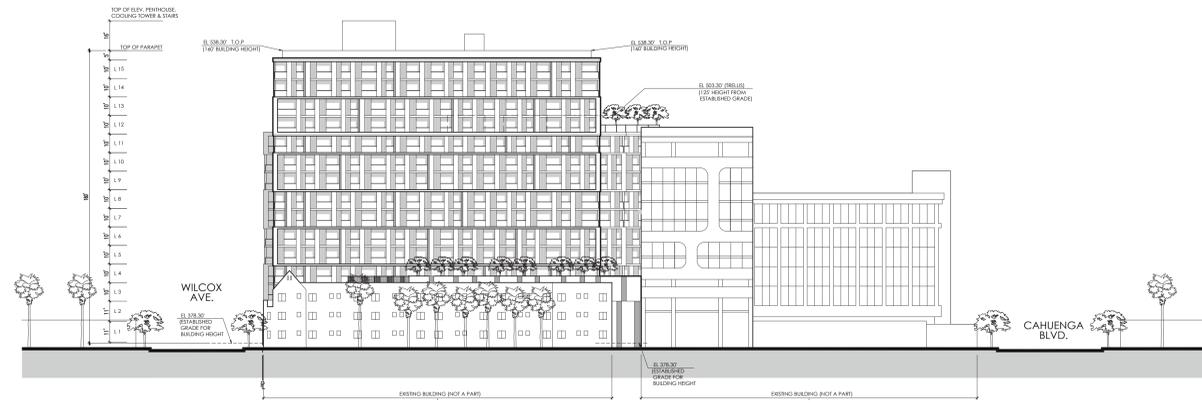


① NORTH ELEVATION (ALONG HOLLYWOOD BLVD.)

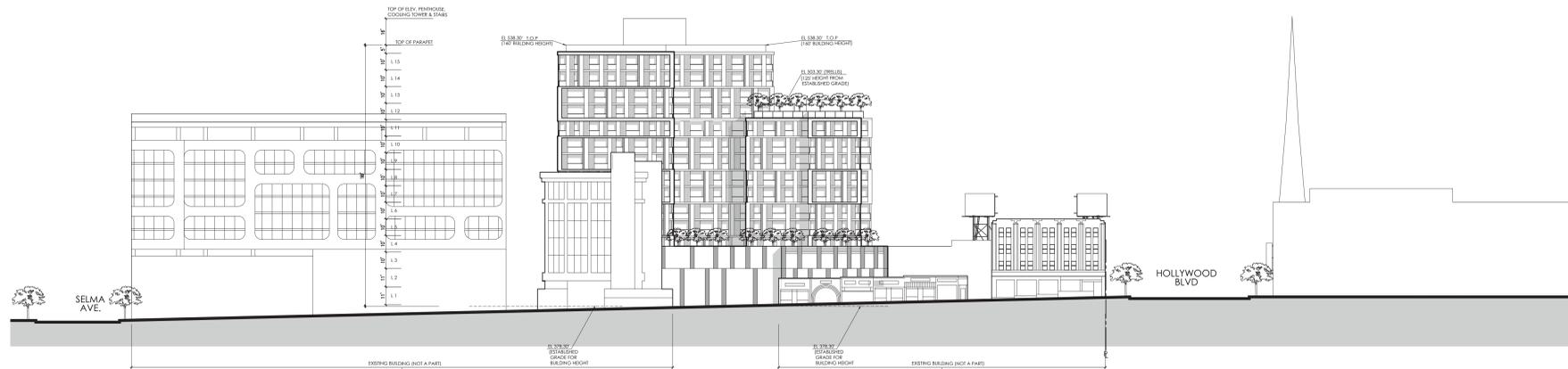


② WEST ELEVATION (ALONG WILCOX AVE.)

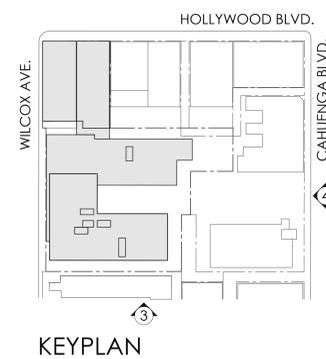




③ SOUTH ELEVATION

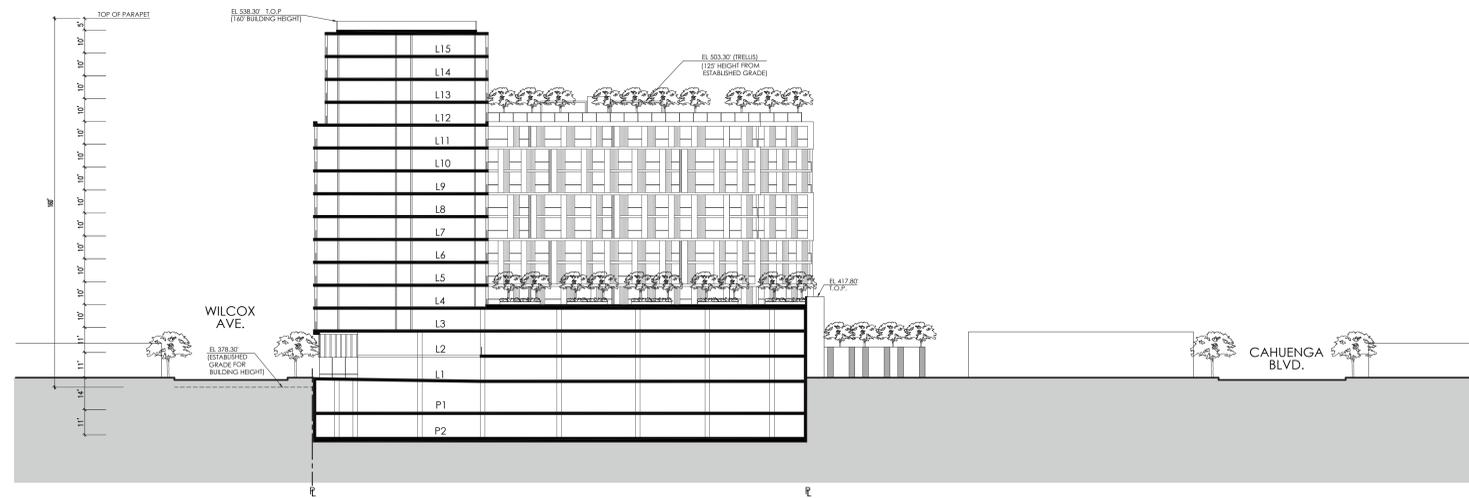


④ EAST ELEVATION

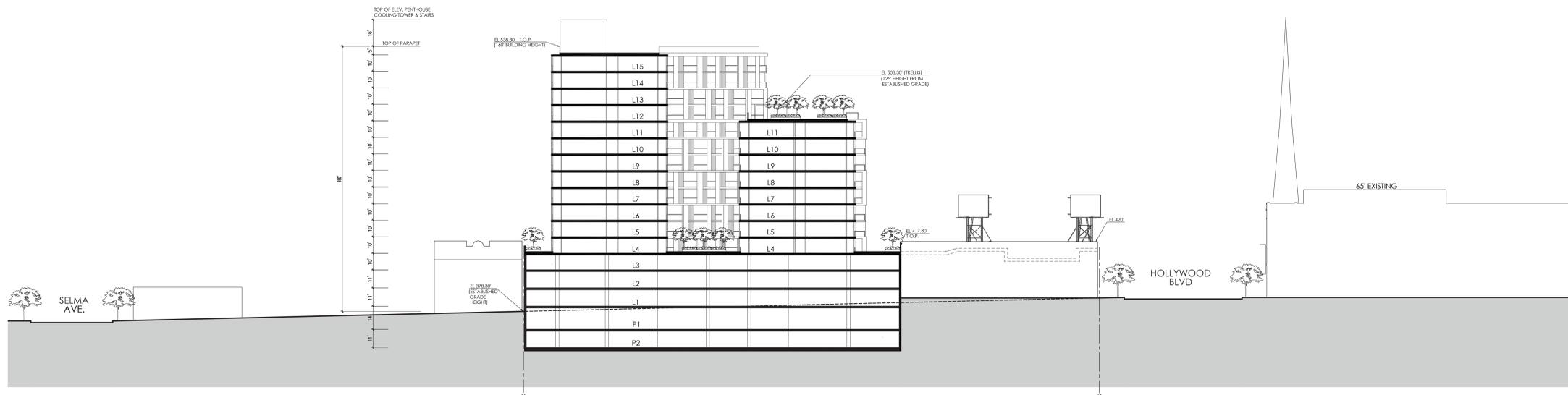


KEYPLAN

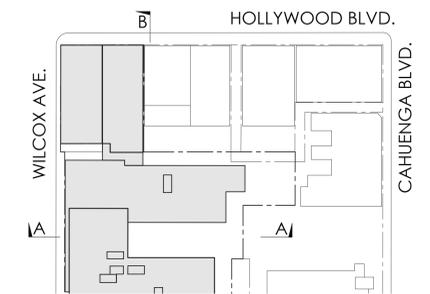


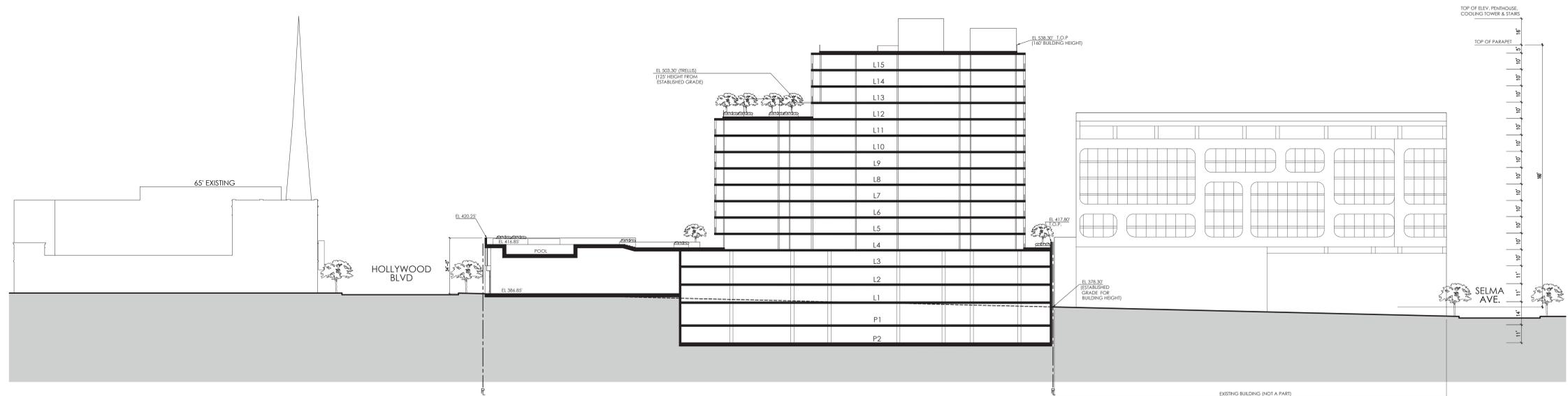


SECTION A-A

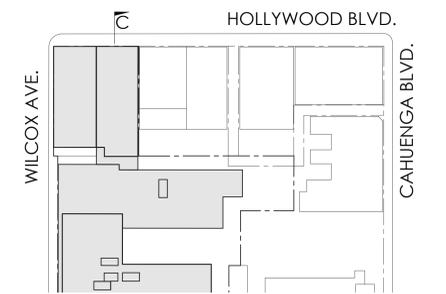


SECTION B-B





SECTION C-C



GROUND LEVEL TREE LEGEND:		
SYMBOL	BOTANICAL NAME COMMON NAME	SIZE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24" BOX
	ARBUTUS MARINA STRAWBERRY TREE	24" BOX

UPPER LEVEL TREE LEGEND:		
SYMBOL	BOTANICAL NAME COMMON NAME	SIZE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24" BOX
	TIPUANA TIPU TIPU TREE	24" BOX
	ULMUS PARVIFOLIA EVERGREEN ELM	24" BOX
	KOELREUTERIA BIPINNATA CHINESE FLAME TREE	24" BOX
	CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	24" BOX
	ARBUTUS MARINA STRAWBERRY TREE	24" BOX
	CERCIDIUM 'DESERT MUSEUM' PALO VERDE	24" BOX
	OLEA EUROPEANA 'SWAN HILL' SWAN HILL OLIVE	24" BOX

SEE PLANT PALETTE FOR ADDITIONAL INFORMATION REGARDING PLANTING CONCEPT INCLUDING SHRUB AND GROUND COVER PLANT MATERIALS. ALL SHRUBS TO BE PLANTED FROM 5 GALLON CONTAINERS AT 24" ON CENTER SPACING. ALL SHRUBS TO BE PLANTED FROM 1 GALLON CONTAINERS AT 18" ON CENTER SPACING

PLANTING NOTES:

- A. TREE LOCATIONS MAY BE ADJUSTED TO AVOID CONFLICTS WITH UNDERGROUND UTILITIES. CONSULT WITH LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTMENT OF TREE LOCATIONS, ESPECIALLY THOSE ARRANGED ON A SPECIFIED MODULE OR IN A GRID PATTERN.
- B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES THAT OCCUR SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT, LANDSCAPE ARCHITECT OR THE ENGINEER PRIOR TO THE START OF CONSTRUCTION SO THAT A CLARIFICATION CAN BE ISSUED.
- C. ALL TREES LOCATED WITHIN 3' OF PAVEMENT OR STRUCTURES ARE TO HAVE ROOT CONTROL BARRIERS INSTALLED AT TIME OF PLANTING. UNLESS OTHERWISE SPECIFIED, A 12' LONG X 18" DEEP LINEAR BARRIER SHALL BE INSTALLED AT EDGE OF PAVEMENT / STRUCTURE, WITH LENGTH CENTERED AT THE TREE TRUNK.
- D. NURSERY STAKES ARE TO BE REMOVED AFTER PLANTING TREES AND STAKING OR GUYING AS SHOWN ON PLANS.
- E. TREES PLANTED IN TURF AREAS ARE TO HAVE TRUNKS PROTECTED WITH PERFORATED POLYETHYLENE TREE TRUNK PROTECTORS (ARBOR-GUARD+ OR EQUAL).
- F. CONTRACTOR IS RESPONSIBLE FOR PRUNING TREES AS DIRECTED BY LANDSCAPE ARCHITECT. NO PRUNING IS TO BE DONE UNLESS DIRECTED
- G. MULCH ALL AREAS (EXCEPT TURF, SLOPES 2:1 AND GREATER, AND AS NOTED ON PLANS) WITH 3" LAYER OF SPECIFIED MATERIAL. AREAS PLANTED WITH FLATTED MATERIAL ARE TO HAVE A 2" LAYER OF MULCH.
- H. SEE DETAIL FOR PLACEMENT OF SHRUBS IN IRREGULARLY SHAPED PLANTING AREAS
- I. WHERE GROUND COVER IS SHOWN ON PLANS: GROUND COVER PLANTING CONTINUES UNDER SHRUBS & TREES AT SPECIFIED SPACING. DO NOT PLANT GROUND COVER IN SHRUB TREE WATERING BASINS.
- J. ALL SLOPES 2:1 OR GREATER ARE TO BE STABILIZED WITH JUTE MESH PRIOR TO PLANTING. DO NOT INSTALL JUTE MESH ON SEEDED SLOPES. SEE SPECIFICATIONS.

CITY OF LOS ANGELES OPEN SPACE CALCULATION

OPEN SPACE REQUIRED		
	20 STUDIO X 100 SF = 2,000 SF 140 1BR X 100 SF = 14,000 SF 87 2BR X 125 SF = 10,875 SF 13 3BR X 175 SF = 2,275 SF TOTAL REQUIRED OPEN SPACE = 29,150 SF	
PROVIDED		
	PRIVATE OPEN SPACE (50 SF X 70 DU) = 3,500 SF LEVEL 1 iWORK LOUNGE = 700 SF LEVEL 2 THEATER = 950 SF LEVEL 4 LIBRARY / MUSIC ROOM = 600 SF LEVEL 4 GYM AND YOGA STUDIO = 2,000 SF LEVEL 4 POOL DECK = 5,600 SF LEVEL 4 INNER COURTYARD - EAST = 4,600 SF LEVEL 12 SKY DECK = 11,200 SF TOTAL PROVIDED OPEN SPACE = 29,150 SF	25% OF THE COMMON OPEN SPACE SHALL BE PLANTED (TOTAL LESS PRIVATE 29,150-3500=25,650 SF) 25,650 SF X .25 = 6,412 SF PLANTING REQUIRED TOTAL COMMON OPEN SPACE PLANTING PROVIDED = 6,745 SF
ADDITIONAL PROVIDED BEYOND REQUIRED (OWNERS DISCRETION)		
	LEVEL 2 DOG RUN DECK = 1,800 SF LEVEL 4 TERRACES 12 DU x 50 SF = 600 SF LEVEL 4 INNER COURTYARD - EAST = 1,200 SF LEVEL 4 LIBRARY TERRACE = 1,000 SF TOTAL ADDITIONAL OPEN SPACE = 4,600 SF	
COMMON OPEN SPACE PLANTED		
	LEVEL 1 = 1,143 SF LEVEL 2 = 374 SF LEVEL 4 = 3,494 SF LEVEL 12 = 1,734 SF TOTAL COMMON OPEN SPACE PLANTING PROVIDED = 6,745 SF TOTAL COMMON OPEN SPACE PLANTING REQUIRED (25% OF CS) = 6,412 SF	

AT LEAST ONE 24-INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY
260 UNITS PROVIDED, 65 TREES REQUIRED, 65 TREES PROVIDED.

SEE PLANT PALETTE FOR ADDITIONAL INFORMATION REGARDING PLANT SPECIES.

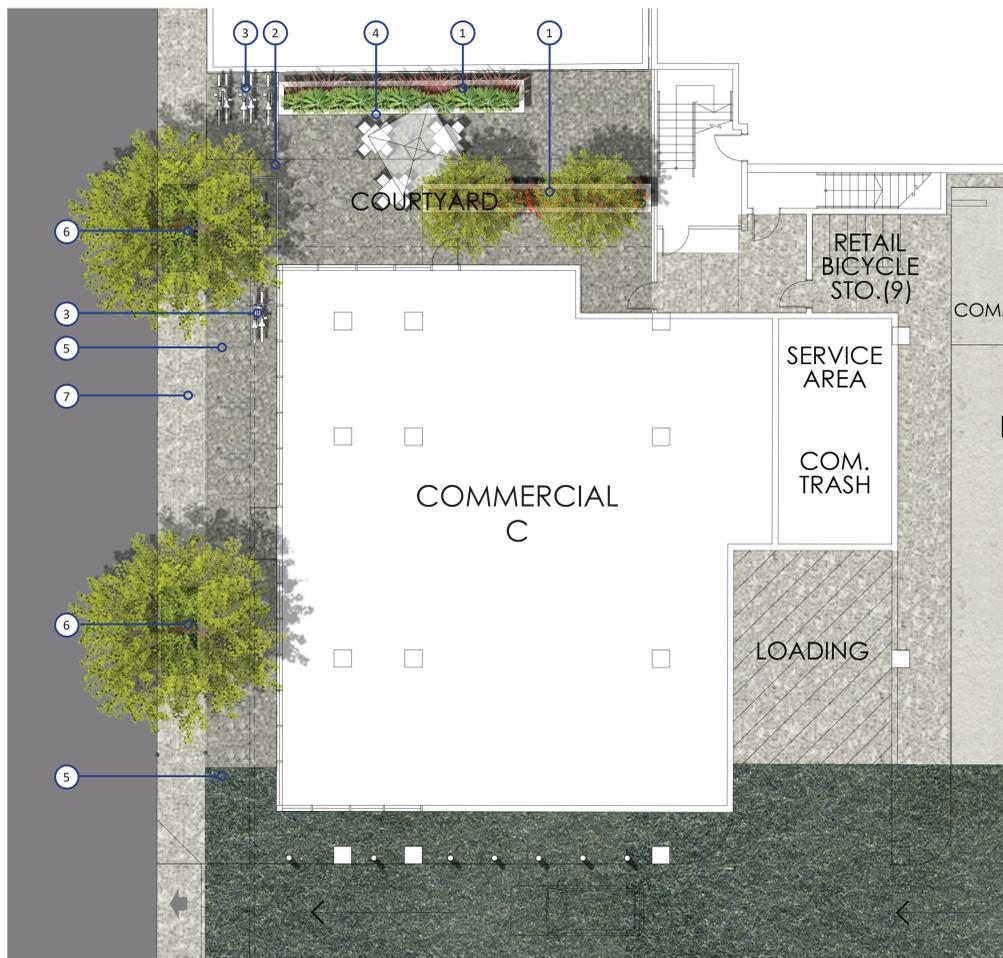
LEVEL 1	13
LEVEL 2	6
LEVEL 4	31
LEVEL 12	15
TOTAL TREES PROVIDED	65





N
 LEVEL 1 - OVERALL
 SCALE 1"=30'
 0 15' 30' 75'

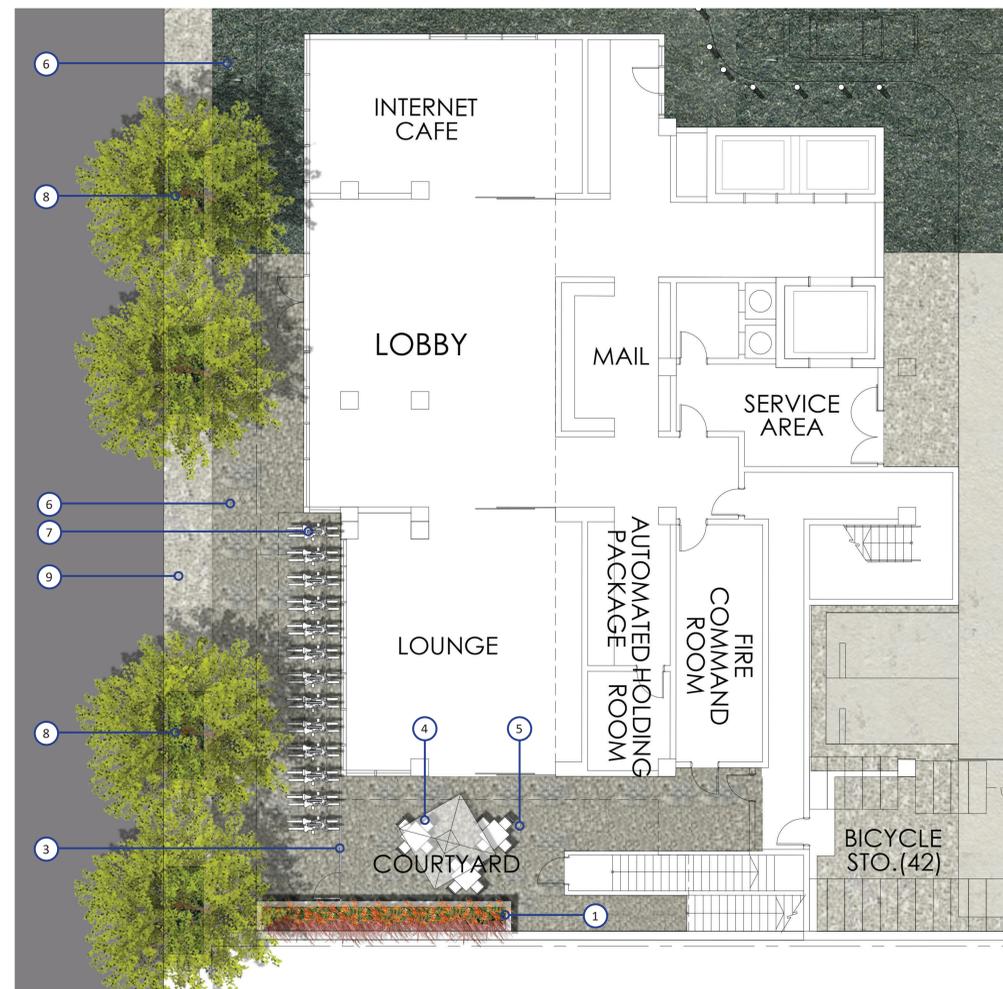
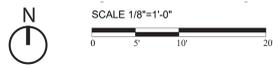




KEY NOTES:

- ① PROPOSED RAISED PLANTER
- ② PROPOSED SECURITY FENCE AND GATE
- ③ PROPOSED BIKE RACK
- ④ PROPOSED COURTYARD (FURNISHINGS TO BE COMPATIBLE WITH ADJACENT COMMERCIAL TENANT)
- ⑤ PROPOSED ACCENT PAVING
- ⑥ PROPOSED STREET TREE
- ⑦ CITY SIDEWALK

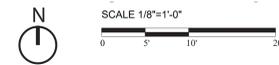
LEVEL 1 - NORTH COURTYARD ENLARGEMENT

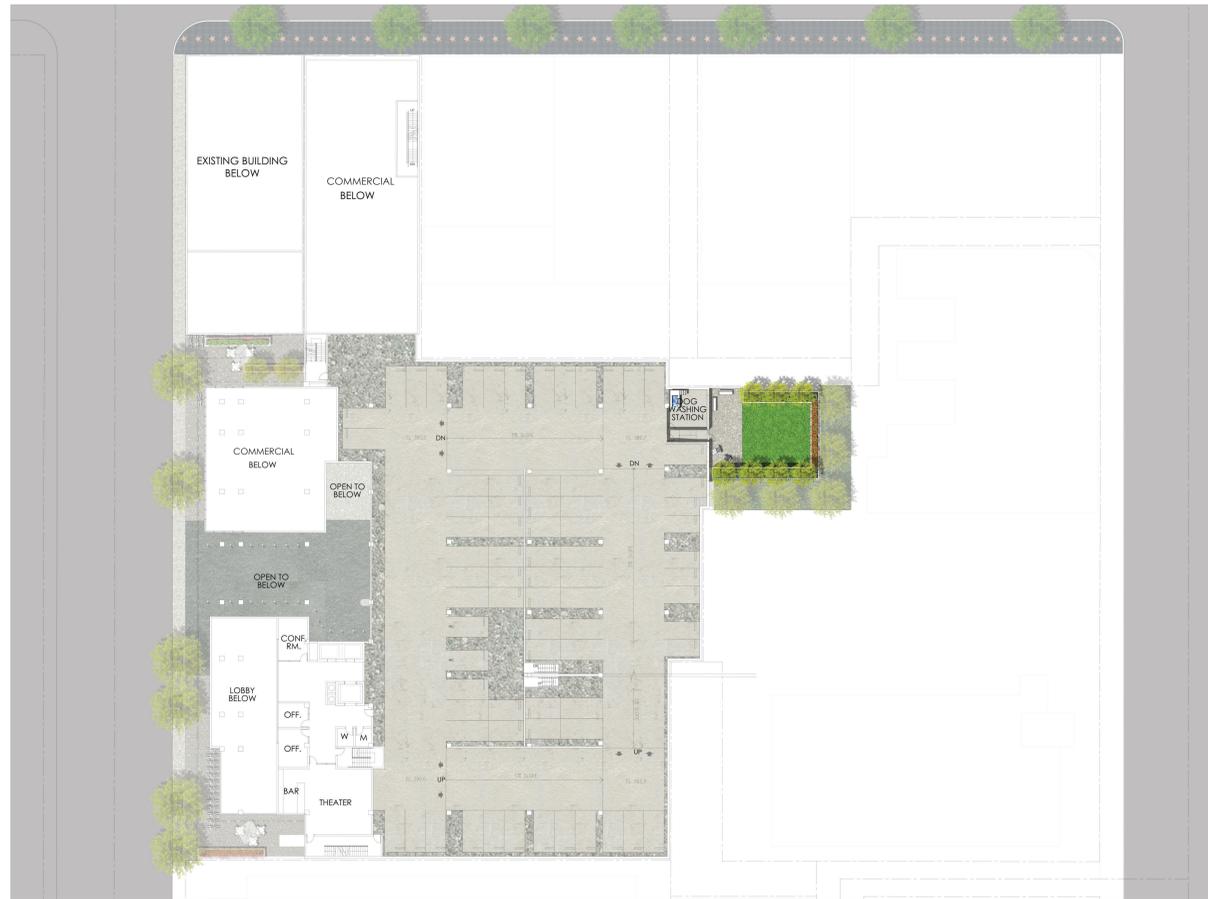


KEY NOTES:

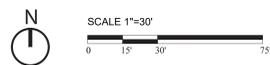
- ① PROPOSED RAISED PLANTER
- ② NOT USED
- ③ PROPOSED FENCE AND SECURITY GATE
- ④ PROPOSED TABLE AND CHAIRS
- ⑤ PROPOSED OUTDOOR LOBBY COURT
- ⑥ PROPOSED ACCENT PAVING
- ⑦ PROPOSED BIKE RACKS
- ⑧ PROPOSED STREET TREE
- ⑨ CITY SIDEWALK

LEVEL 1 - SOUTH COURTYARD ENLARGEMENT





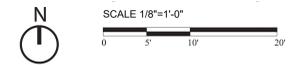
LEVEL 2 - OVERALL



KEY NOTES:

- ① PROPOSED ARTIFICIAL TURF
- ② PROPOSED DOG WASHING STATION
- ③ PROPOSED DOG WASHING STATION ENCLOSURE
- ④ PROPOSED SEATING
- ⑤ PROPOSED RAISED PLANTER
- ⑥ PROPOSED ACCENT PAVING

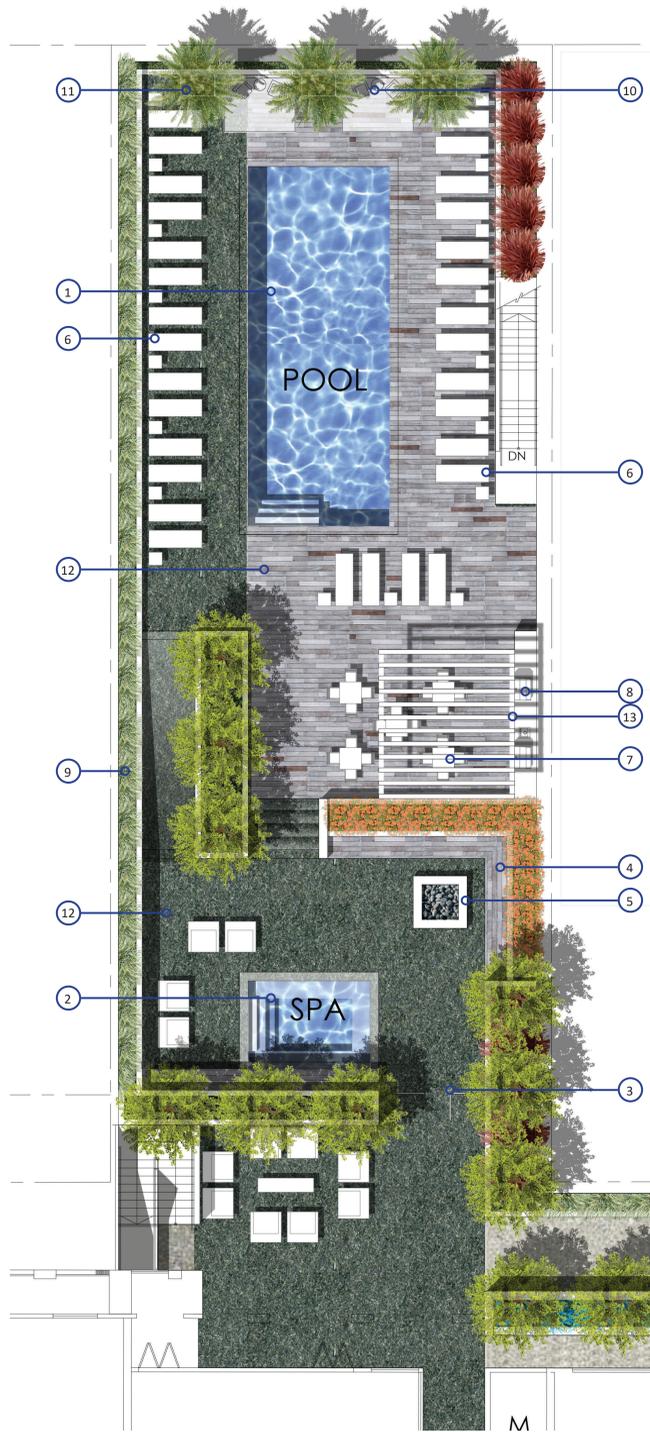
LEVEL 2 - DOG PARK ENLARGEMENT





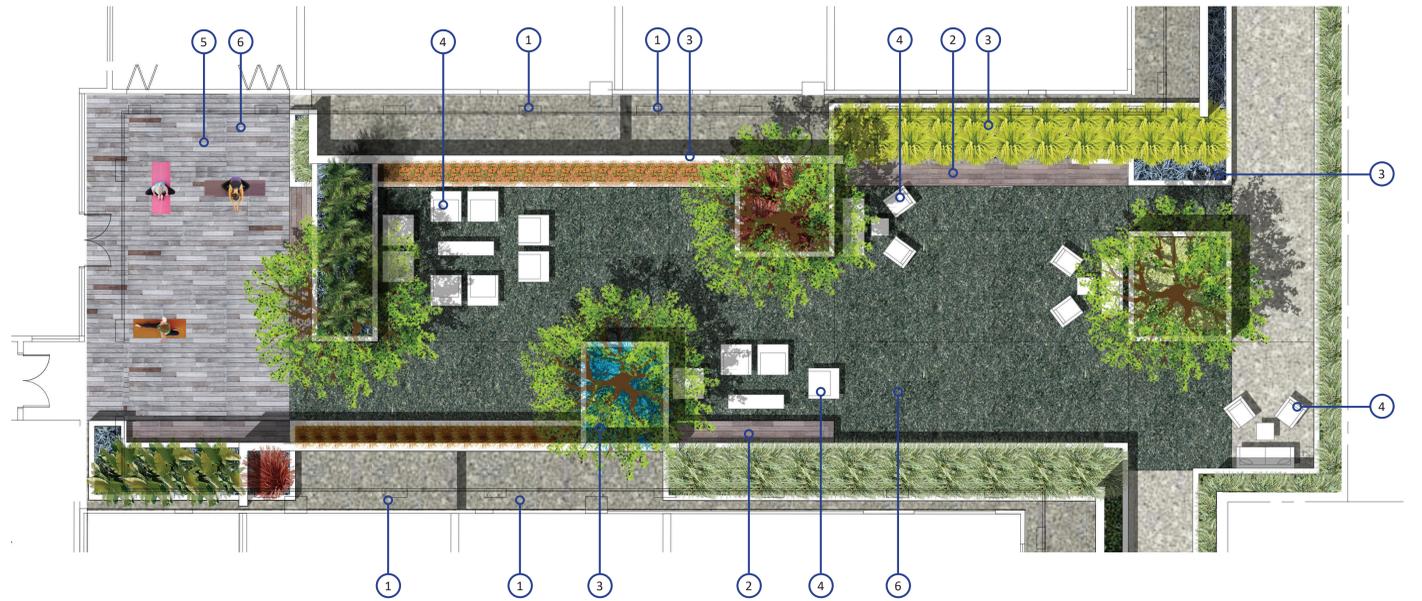
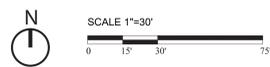
N
 LEVEL 4 - OVERALL
 SCALE 1"=30'
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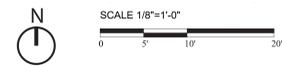
- KEY NOTES:**
- 1 PROPOSED POOL
 - 2 PROPOSED SPA
 - 3 PROPOSED POOL ENCLOSURE
 - 4 PROPOSED BUILT-IN BANQUETTE
 - 5 PROPOSED FIRE PIT
 - 6 PROPOSED CHAISE LOUNGE
 - 7 PROPOSED TABLE-CHAIR SETS
 - 8 PROPOSED BBQ COUNTER
 - 9 PROPOSED RAISED PLANTER
 - 10 PROPOSED CABANAS
 - 11 PROPOSED PORTABLE PLANTER
 - 12 PROPOSED ACCENT PAVING
 - 13 PROPOSED TRELLIS

LEVEL 4 - POOL DECK ENLARGEMENT



- KEY NOTES:**
- 1 PROPOSED PRIVATE TERRACE/PATIO
 - 2 PROPOSED BUILT-IN BANQUETTE
 - 3 PROPOSED RAISED PLANTER
 - 4 PROPOSED SOFT SEATING
 - 5 PROPOSED OUTDOOR FITNESS/YOGA AREA
 - 6 PROPOSED ACCENT PAVING

LEVEL 4 - COURTYARD ENLARGEMENT





N
LEVEL 12 - SKY DECK
SCALE 1"=30'
0 15' 30' 75'

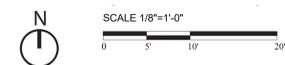




KEY NOTES:

- | | |
|-----------------------------------|-------------------------------|
| ① PROPOSED FIREPLACE | ⑦ PROPOSED FAMILY-STYLE TABLE |
| ② PROPOSED BUILT-IN BANQUETTE | ⑧ PROPOSED TV PROJECTOR |
| ③ PROPOSED BBQ COUNTER (2 GRILLS) | ⑨ PROPOSED RAISED PLANTER |
| ④ PROPOSED TRELLIS | ⑩ PROPOSED PORTABLE PLANTER |
| ⑤ PROPOSED SOFT SEATING | ⑪ PROPOSED ACCENT PAVING |
| ⑥ PROPOSED UMBRELLA | ⑫ PROPOSED TOPPING SLAB |

LEVEL 12 - SKY DECK ENLARGEMENT



August 19, 2016

City of Los Angeles

Re: **Hollywood & Wilcox: Tree Protection Report**
 Los Angeles, California

To Whom It May Concern:

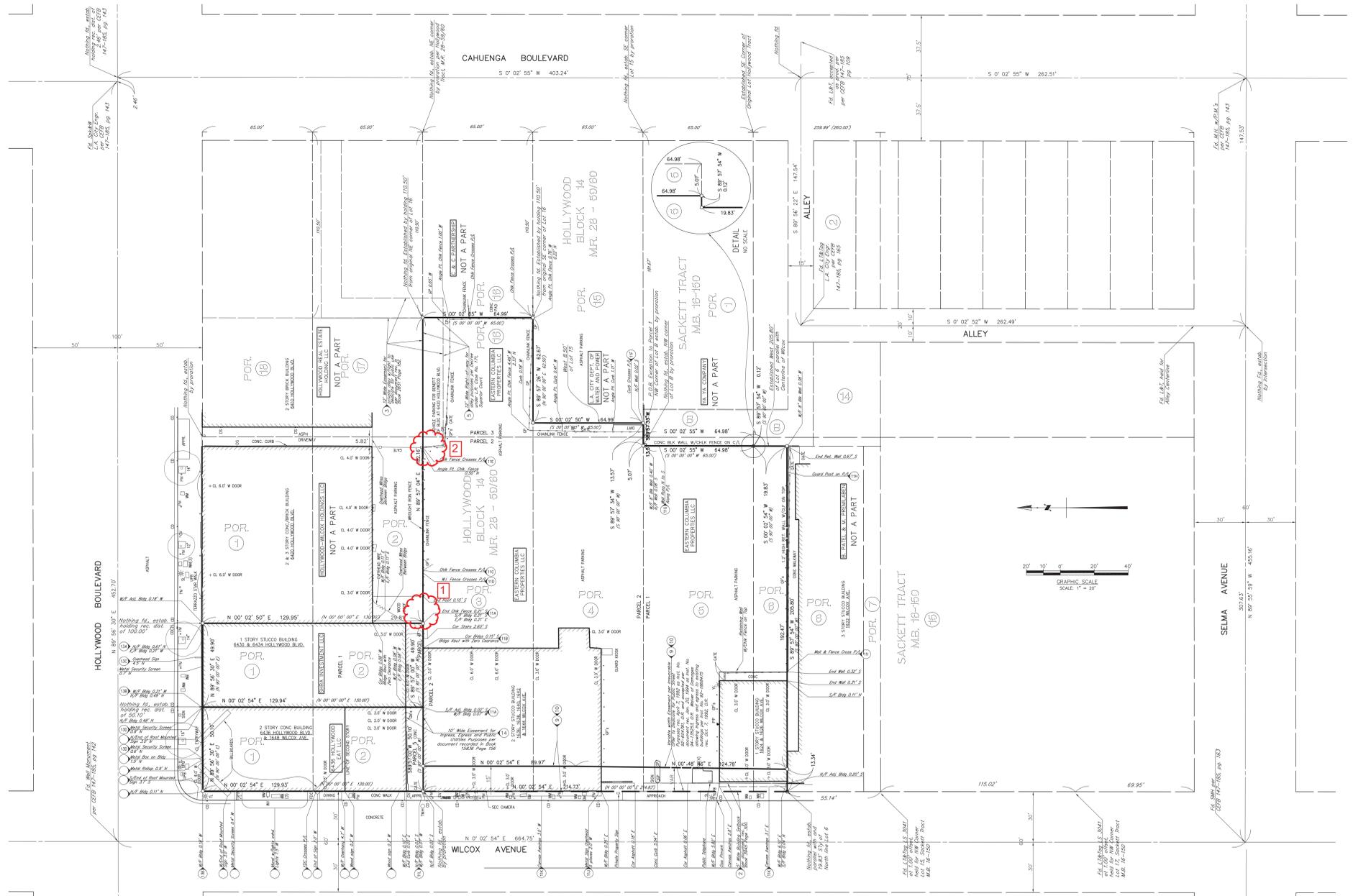
After review of the project site, we determined that there are no protected tree species existing on the site, and that the existing trees may be demolished for construction.

Please see the attached Tree Inventory mapping the locations and further information on the existing trees.

Respectfully yours,



David K. Larkins
 Managing Principal
 DKL: dkl

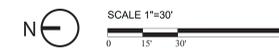


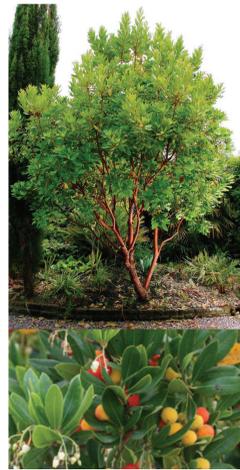
TREE INVENTORY SITE MAP

TREE INVENTORY	COMMON NAME	EMERGENCY FRUIT	DBH	HT	CANOPY JOB	PROTECTED	ACTION	NOTES
CESTRUS SP.	CESTRUS	SINGLE	0"	10'	10'	NO	SEMP	GROWING AT CHAINLINK FENCE, POSSIBLE VOLUNTARY, VIGOROUS WATER SPROUT GROW, LARGE FRUITING
QUERCUS ANACARDIACEAE	CARROTTWOOD	MULTI	0", 2"	12'	15'	NO	SEMP	GROWING AT CHAINLINK FENCE, POSSIBLE VOLUNTARY

TREE INVENTORY

TREE PROTECTION REPORT





ARBUTUS 'MARINA'
strawberry tree



CERCIDIUM X DESERT MUSEUM
desert museum



KOELREUTERIA BIPINNATA
chinese flame tree



OLEA EUROPAEA 'SWAN HILL'
swan hill olive



PLATANUS X A. 'BLOODGOOD'
london plane tree



TIPUANA TIPU
tipu tree



ULMUS PARVIFOLIA
evergreen elm



AEONIUM CANARIENSE
canary island aeonium



AGAVE AMERICANA
century plant



AGAVE ATTENUATA
foxtail agave



AGAVE 'BLUE GLOW'
blue glow agave



ANIGOZANTHOS HYBRID
kangaroo paw



ANIGOZANTHOS HYBRID
kangaroo paw



ASPARAGUS D. MYERS
foxtail fern



ASPIDISTRA ELATIOR
cast-iron plant



CHAMEROPS HUMILIS
mediterranean fan palm



CHONDROPETALUM TECTORUM
cape rush



DIANELLA T. 'VARIEGATA'
variegated flax lily



FESTUCA GLAUCA
blue fescue



FURCRAEA F. 'MEDIOPICTA'
mauritius hemp



LOMANDRA LONGIFOLIA 'BREEZE'
dwarf mat rush



LIRIOPE GIGANTEA
giant lilyturf



MYOPORUM P. 'PUTAH CREEK'
creeping myoporum



NASSELLA TENUISSIMA
mexican feather grass



PHILODENDRON 'XANADU'
winterbourne



PHORMIUM 'AMAZING RED'
amazing red flax



PHORMIUM TENAX 'BRONZE'
bronze flax



PHORMIUM 'YELLOW WAVE'
yellow wave flax



SENECIO MANDRALISCAE
blue chalksticks



SENECIO VITALIS
narrow-lead chalksticks



SANSEVIERIA HYBRID
snake plant



SANSEVIERIA HYBRID
snake plant



WESTRINGIA 'MORNING LIGHT'
coast rosemary

PLANT PALETTE



CPC-2016-3176-VZC-HD-VCU-MCUP-SPR
Exhibit A-2



VIEW OF THE WILCOX ELEVATION



VIEW FROM HOLLYWOOD & WILCOX



IV. Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in CEQA Guidelines Section 15097(c), the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in CEQA Guidelines Section 15097(c), “monitoring” is generally an ongoing or periodic process of project oversight. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project’s potential environmental impacts. The evaluation of the Project’s impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

3. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored.
- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.
- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation

measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

5. Program Modification

The project shall be in substantial conformance with the project design features and mitigation measures contained in this Mitigation Monitoring Program. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

6. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators shall be used during construction.

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

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

B. Cultural Resources

(1) Project Design Features

Project Design Feature CUL-PDF-1: The Project will prepare a Historic Structure Report (HSR) that will further document the history of Attie Building and guide its rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Standards). The HSR will be completed prior to the development of architectural or engineering plans for the rehabilitation. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports. The HSR will provide documentary, graphic, and physical information about the existing conditions of the character-defining features and make recommendations for both changes to the buildings to suit new uses and modern amenities as well as their on-going maintenance after Project completion. The HSR will specifically address the treatment of the Hollywood Boulevard and Wilcox Avenue elevations. The HSR will be provided to the Office of Historic Resources (OHR) for concurrence.

The Attie Building shall be rehabilitated in accordance with the HSR and the Standards. The rehabilitation plans shall be:

1. Developed in consultation with a licensed architect or a historic preservation consultant meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in the rehabilitation of historic buildings (Resource Expert).
 2. Reviewed by the Resource Expert for compliance with the Standards.
 - a. Prior to the completion of the design development drawings, the reviewer shall prepare a technical memorandum regarding compliance with the Standards. In the event the plans do not comply with the Standards, the memorandum shall make recommendations for changes to bring them into compliance.
 - b. The Applicant or the Resource Expert shall submit the memorandum to OHR for concurrence.
 - c. The recommendations of OHR shall be incorporated into the construction documents.
 - d. Building permits may be issued after OHR has concurred the plans comply with the Standards.
 3. The requirement of compliance with the Standards for future exterior alterations shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the Applicant and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety, City of Los Angeles Office of Historic Resources
 - **Monitoring Phase:** Pre-Construction
 - **Monitoring Frequency:** Prior to issuance of building permit
 - **Action Indicating Compliance:** Plan approval and issuance of applicable building permit

(2) Mitigation Measures

Mitigation Measure CUL-MM-1: Prior to demolition, a qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be

based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

C. Energy

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

D. Geology and Soils—Paleontological Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

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

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

E. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of the new building shall incorporate the following sustainability features:

- Optimize energy performance and reduce building energy cost by 22 percent for new/remodeled construction compared to the LEED® baseline of ASHRAE 90.1-2010.
 - Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light emitting diode (LED) and other efficient lighting technology, energy saving lighting control

systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.

- HVAC mechanical systems and building lighting shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
 - Demand control ventilation shall be utilized in HVAC systems, and refrigerants in HVAC equipment shall have low GHG emission rates. In particular, the HVAC system shall be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
 - Install occupancy-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
 - Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
 - Incorporate energy-efficient design methods and technologies such as a centralized chiller plant with rooftop ventilation, high performance window glazing, passive design and façade shading devices, high efficiency domestic water heaters, and enhanced insulation to minimize solar heat gain.
 - Built-in appliances, refrigerators, and space-conditioning equipment shall meet or exceed the minimum efficiency levels mandated in the California Code of Regulations, Title 24. High efficiency Energy Star-rated products and appliances shall be installed, as available.
 - Fenestration shall be designed for solar orientation (i.e., window systems shall be designed to reduce thermal gain and loss), thus reducing cooling loads during warm weather and heating loads during cool weather.
 - A large percentage of exterior walls shall be finished with light colored materials and high-emissivity characteristics to reduce cooling loads.
- Use of water-efficient plantings with drought-tolerant species.
 - Reduce outdoor water use by 30 percent below baseline requirements.
 - Reduce indoor water use by 35 percent below baseline requirements.
 - Conduct a performance check of the installed space-conditioning system prior to issuance of a Certificate of Occupancy to ensure

that energy-efficiency measures incorporated into the Project operate as designed.

- Complete post-construction commissioning of building energy systems prior to issuance of a Certificate of Occupancy.
- Explore the feasibility of energy-saving variable frequency drive technology on domestic water pumps or ventilation fans, if applicable and necessary.
- Allocate preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature GHG-PDF-2: Electric Vehicle Charging Stations The Project shall include at least twenty (20) percent of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the 20 percent EV Ready, ten (10) of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20 percent or 10 percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

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

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

Project Design Feature GHG-PDF-3: The Project will provide a minimum of 105 kilowatts of photovoltaic panels on the Project Site.

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

Project Design Feature GHG-PDF-4: The residential units within the Project will not include the use of natural gas fueled fireplaces.

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

Project Design Feature GHG-PDF-5: Prior to issuance of a Temporary Certificate of Occupancy for the Project, the Applicant shall commit to providing to the lead agency, the City of Los Angeles, a calculation of the net additional emissions resulting from the construction of the Project, to be calculated in accordance with the methodology agreed upon by CARB in connection with the AB 900 certification of the Project. The Applicant shall provide courtesy copies of the calculations to CARB and the Governor's Office promptly following transmittal of the calculations to the City of Los Angeles. The Applicant shall enter into

one or more contracts for the implementation of GHG-reducing Project Design Features and/or purchase voluntary carbon credits from an accredited carbon registry in an amount sufficient to offset the Construction Emissions. The Applicant shall provide courtesy copies of any such contracts to CARB and the Governor's Office promptly following the execution of such contracts.

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

Project Design Feature GHG-PDF-6: Prior to issuance of any Temporary Certificate of Occupancy for the Project, the Applicant or its successor shall commit to entering into one or more contracts to purchase carbon credits from an accredited carbon registry, which contract, together with any previous contracts for the purchase of carbon credits, shall evidence the purchase of carbon credits in an amount sufficient to offset the Operational Emissions attributable to the Project, and shall be calculated on a net present value basis for a 30-year useful life.

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

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

F. Land Use

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Project construction shall not include the use of driven (impact) pile systems.

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

Project Design Feature NOI-PDF-2: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

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

Project Design Feature NOI-PDF-3: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 75 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at the Ground Level (courtyards), 85 dBA (L_{eq-1hr}) at the Level 4 (pool deck and courtyard), and 95 dBA (L_{eq-1hr}) at Level 12 (sky

deck). A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

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

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the southern property line of the Project Site between the construction areas and the hotel buildings directly south and southwest of the Project Site (receptor R1). The temporary sound barrier (minimum sound transmission class 25) shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1.
- Along the western property line of the Project Site between the construction areas and hotel west of the Project Site (receptor R3). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor R3.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; submittal of compliance

report from qualified noise consultant; issuance of Certificate of Occupancy

Mitigation Measure NOI-MM-2: Prior to demolition, the Applicant shall retain the services of a structural engineer or qualified professional to visit the Attie Building, the 2-story commercial building on Hollywood Boulevard (adjacent to the Project Site to the east), and the 3-story hotel building (Hotel Mark Twain) on Wilcox Avenue (adjacent to the Project Site to the south) to inspect and document the apparent physical condition of the buildings' readily-visible features. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring design.

Prior to start of construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Attie Building, the 2-story commercial building, and the Hotel Mark Twain building during demolition, grading/excavation, and construction of the subterranean parking garage. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 PPV for the Attie Building, 0.16 PPV for the 2-story commercial building and 0.25 PPV for the Hotel Mark Twain building and a regulatory level of 0.12 PPV for the Attie Building, 0.20 PPV for the 2-story commercial building, and 0.30 PPV for the Hotel Mark Twain building. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.10 PPV for the Attie Building, 0.16 PPV for the 2-story commercial building, and 0.25 PPV for the Hotel Mark Twain building) is triggered, the contractor shall identify the source of vibration generation, halt construction in the immediate vicinity, and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 PPV for the Attie Building, 0.20 PPV for the 2-story commercial building, and 0.30 PPV for the Hotel Mark Twain building) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged and maintained by the contractor and submitted to the Los Angeles Department of Building and Safety. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

In the event damage occurs to historic finish materials (applicable to the Attie Building) due to construction vibration, such materials shall be

repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; submittal of compliance report from noise consultant

H.1. Public Services—Fire Protection

(1) Project Design Features

Project Design Feature FIR-PDF-1: Automatic fire sprinkler systems shall be installed in all new non-high-rise buildings.

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

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H.2. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During construction, the Applicant shall implement temporary security measures including security fencing, lighting, and locked entry.

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

Project Design Feature POL-PDF-2: The Project shall include a closed circuit camera system and keycard entry for the residential building and the residential parking areas

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation of private on-site security in annual compliance report.

Project Design Feature POL-PDF-3: The Project shall provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; post-construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project shall provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

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

Project Design Feature POL-PDF-5: The Project shall design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

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

Project Design Feature POL-PDF-6: Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant shall submit a diagram of the Project Site to the LAPD's Hollywood Service Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Department of City Planning
- **Monitoring Phase:** Pre-construction

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

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H.3. Public Services—Schools

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H.4. Public Services—Parks and Recreation

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

H.5. Public Services—Libraries

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

I. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: Prior to demolition, the Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- Maintaining access for land uses in the vicinity of the Project Site during construction;
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Wilcox Avenue, to ensure traffic safety on public rights-of-way;
- Schedule construction material deliveries during off-peak periods to the extent practical;
- Organize Project Site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways;
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the Project Site and impact roadway traffic, and if needed, utilize an organized off-site staging area;
- Control truck and vehicle access to the Project Site with flagmen;
- Limit sidewalk and lane closures to the maximum extent possible, and avoid peak hours to the extent possible. Where such closures are necessary, the Project's Worksite Traffic Control Plan will identify the location of any sidewalk or lane closures and identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity; and/or
- Parking for construction workers will be provided either on-site or at off-site, off-street locations.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; construction

- **Monitoring Frequency:** Once at Project plan check prior to issuance of grading or building permit; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-2: The Project shall prepare and implement a Transportation Demand Management (TDM) Program to reduce peak hour vehicular traffic to and from the Project Site by 15 percent. The TDM would promote non-automobile travel and reduce the use of single-occupant vehicle trips with a comprehensive program of design features, transportation services, education programs, and incentive programs. These strategies can include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks, and/or other measures;
- Promotion and support of carpools and rideshare;
- Bicycle amenities such as racks;
- Parking incentives and support for formation of carpools/vanpools;
- On-site TDM coordinator;
- Mobility hub support;
- Contribution to the City's Bicycle Trust Fund for implementation of bicycle improvements in the Project area; and
- Participation as a member in the future Hollywood Community Transportation Management Organization (TMO), when operational.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Approval of TDM program from LADOT; issuance of Certificate of Occupancy; submittal of compliance report

Project Design Feature TR-PDF-3: The Project would contribute up to \$270,000.00 toward Transportation Systems Management (TSM) improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the Study Area. LADOT has

determined that a 1 percent improvement in V/C ratio could be applied to the intersections along the targeted corridor to account for the TSM improvements. The TSM improvements would target the Cahuenga Boulevard and Franklin Avenue corridors. Potential TSM improvements include the installation of new conduits and interconnect/fiber optic cables to improve network capacity to better utilize adaptive traffic signal control, additional closed circuit television cameras to real-time monitoring of intersection, corridor, transit, and pedestrian operations within the Hollywood area. The installation of new conduits and interconnect/fiber optic cables to improve network capacity to better utilize adaptive traffic signal control, additional closed circuit television cameras to real-time monitoring of intersection, corridor, transit, and pedestrian operations within the Hollywood area.

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Written verification of payment of fees to the City of Los Angeles Department of Transportation and subsequent issuance of building permit

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J. Tribal Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K.1. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following water conservation features to support water conservation in addition to those measures required by the City's current codes and ordinances:

- Reduce indoor water use by a minimum of 35-percent and outdoor water use by 30-percent below Los Angeles Green Building Code baselines by installing water fixtures and appliances that exceed applicable standards:
 - Residential showerheads with a maximum flow rate of 1.75 gallons per minute.
 - Residential lavatory faucets with a maximum flow rate of 1 gallon per minute.
 - Residential kitchen faucets with a maximum flow rate of 1.5 gallons per minute.
 - High efficiency toilets with a maximum flow rate of 1 gallon per flush.
 - Use of high-efficiency Energy Star-rated dishwashers where appropriate.
 - Nonresidential lavatory faucets with a maximum flow rate of 0.5 gallon per minute.
 - Nonresidential toilets with a maximum flow rate of 1.1 gallons per minute.
 - Nonresidential urinals with a maximum flow rate of 0.125 gallon per minute.
- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction

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

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K.2. Utilities and Service Systems—Wastewater

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

K.3. Utilities and Service Systems—Energy Infrastructure

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Exhibit C
CPC-2016-3176

6436 W. Hollywood Boulevard
DOT Case No. CEN 16-44677

Date: December 16, 2019

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 6436 WEST HOLLYWOOD BOULEVARD**

On July 25, 2018, the Department of Transportation (DOT) issued an initial traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 6436 West Hollywood Boulevard. In this initial traffic study, which was subjected to the Transportation Impact Study Guidelines, it was determined that out of the 22 study intersections, one would result in a significant impact due to the project-related traffic. However, subsequent to the releasing of this report, on October 10, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on June 2018. Therefore, please replace the previous July 25, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Gibson Transportation Consulting Inc., for the proposed mixed-use project located at 6436 West Hollywood Boulevard. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of 260 apartment units, 11,020 square feet of general retail, 3,200 square feet of high-turnover sit-down restaurant, and 3,580 square feet of general office. The existing 9,000 square foot Attie Building shall remain and will be integrated into the new development. The remaining existing commercial uses will be removed. Access to the project site will be provided via a driveway along Wilcox Avenue as illustrated in **Attachment A**.

The driveway would provide access to on-site parking within two subterranean levels, one at-grade level and two above grade levels. The project is expected to be completed by 2023.

B. CEQA Screening Threshold

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

C. Transportation Impacts

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

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

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

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting Inc., the VMT projections for the proposed project are 5.5 and 4.5 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities,

intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a “level of service” screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by Gibson Transportation Consulting Inc., the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

Consistent with City policies on sustainability and smart growth and with DOT’s trip reduction and multi-modal transportation goals, the project includes the development of a trip reduction program and solutions that promote other modes of travel. The traffic demand management and mitigation program includes the following improvements:

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

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City’s Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Bicycle amenities such as racks to promote bicycling;
- The project will support existing and/or future efforts for Mobility Hub program in the study area;

- Preferential rideshare parking location;
- Parking incentives and support for formation of carpools/vanpools;
- Unbundling and lease of parking spaces for residents;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained;
- Contribute a one-time fixed fee contribution of **\$25,000** to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Participate as a member in the Hollywood Community TMO, when operational;

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to equilibrium (i.e., the level at which the owner/management deems maximum occupancy). The monitoring program should be conducted annually to ensure compliance for a period of 3 years. If the project is found to not conform to the trip reduction targets summarized in **Attachment D**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will cooperate on implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

2. Transportation System Management (TSM) Improvements

The project would contribute up to **\$270,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

LADOT's ATSAC Operation and Communication Section has identified the need for the installation of new 3-inch conduits with new two 25-pair interconnect cables and 48SM fiber optic cables. The installation of the new 3-inch conduits with new interconnect / fiber optic cables will be from the existing ATSAC communication hub located at the Los Angeles Police Department (LAPD) Hollywood Station (1358 Wilcox Ave, Los Angeles 90028) to the intersection at Highland Avenue and Hollywood Boulevard. The propose 3-inch conduits route will be from the existing ATSAC communication hub, east to Cahuenga Boulevard, north to Hollywood Boulevard, and east to Highland Avenue. The installation of new interconnect/ fiber optic cables would improve to the network capacity to better utilize adaptive traffic signal control, additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations within the Hollywood area. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **\$270,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$270,000** to DOT, and DOT shall design and construct the upgrades.

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

3. Implementation of Improvements and Mitigation Measures

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

4. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

5. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Hollywood Boulevard** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Wilcox Avenue** has been designated as a Modified Avenue III which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

6. Parking Requirements

The traffic study indicated that the project would provide a total of 420 vehicle parking spaces and 304 bicycle parking spaces on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

7. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

8. Development Review Fees

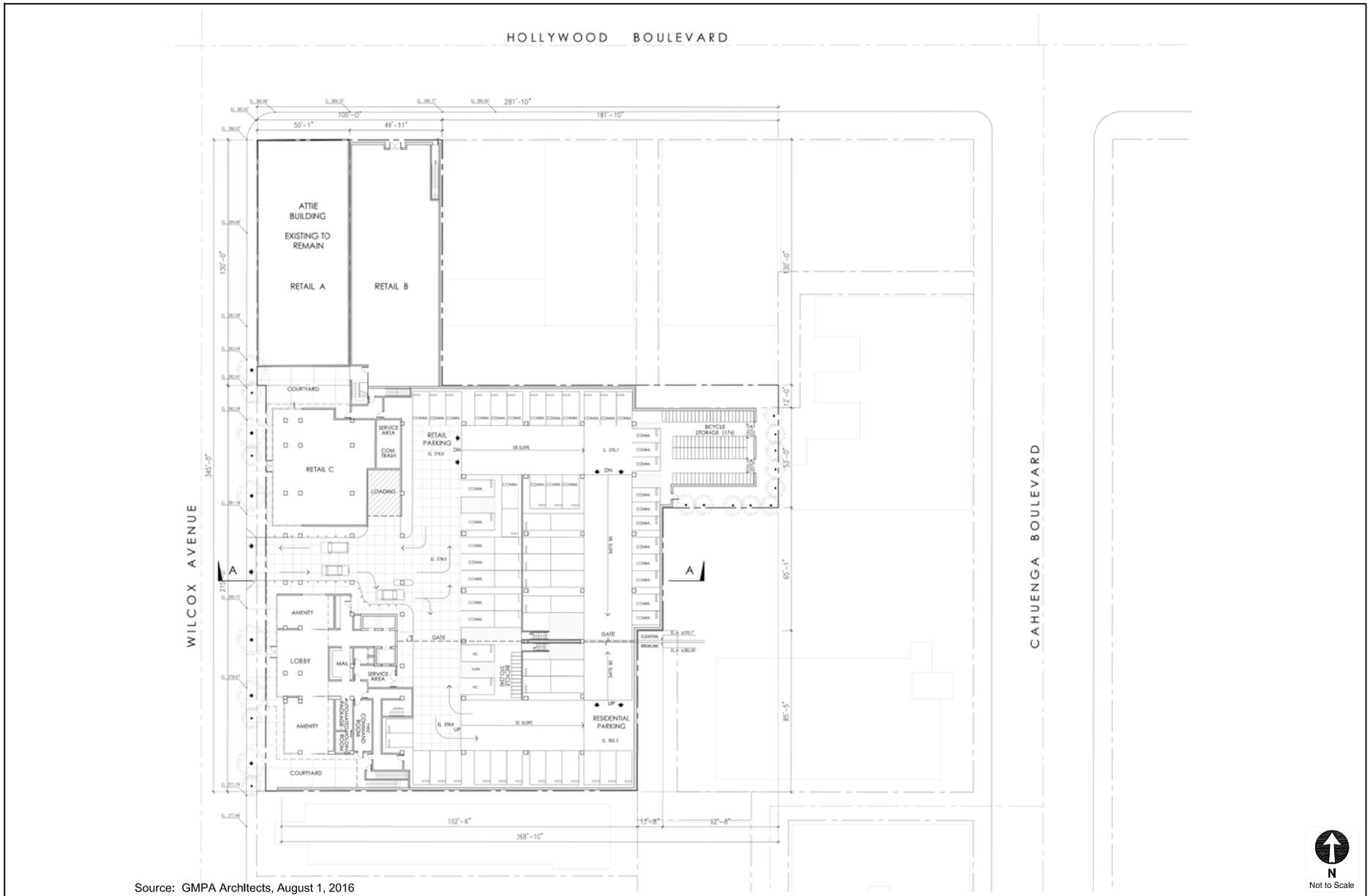
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

J:\Letters\2019\CEN 16-44677_6436 W Hollywood Blvd_mu_vmt_UPDATED.docx

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Emily Wong, Gibson Transportation Consulting, Inc.



SITE PLAN

FIGURE 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



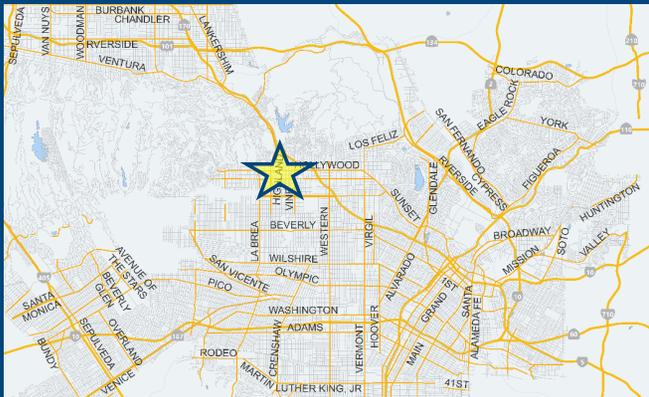
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	10.52	ksf
Retail General Retail	10.52	ksf
Office General Office	14.88	ksf

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Housing Multi-Family	260	DU
Retail General Retail	11.02	ksf
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Office General Office	3.58	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
387 Daily Vehicle Trips	1,299 Daily Vehicle Trips
2,639 Daily VMT	7,881 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	912 Net Daily Trips
The net increase in daily VMT ≤ 0	5,242 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14,220 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

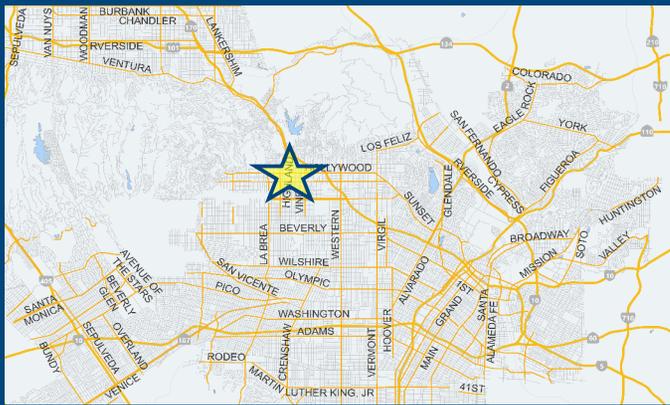


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	260	DU
Retail General Retail	11.02	ksf
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Office General Office	3.58	ksf

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 actual parking provision for the project site
 Proposed Prj Mitigation

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 percent of employees subject to priced parking
 Proposed Prj Mitigation

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,148 Daily Vehicle Trips	1,148 Daily Vehicle Trips
6,967 Daily VMT	6,967 Daily VMT
5.5 Household VMT per Capita	5.5 Household VMT per Capita
4.5 Work VMT per Employee	4.5 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	260	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	11.020	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	3.200	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	General Office	3.580	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

<i>Other</i>	<i>0</i>	<i>Trips</i>
--------------	----------	--------------

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

Analysis Results			
Total Employees: 49			
Total Population: 586			
Proposed Project		With Mitigation	
1,148	Daily Vehicle Trips	1,148	Daily Vehicle Trips
6,967	Daily VMT	6,967	Daily VMT
5.5	Household VMT per Capita	5.5	Household VMT per Capita
4.5	Work VMT per Employee	4.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	515	515
		Actual parking provision (spaces)	420	420
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	<i>\$0</i>	<i>\$0</i>
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	<i>\$0.00</i>	<i>\$0.00</i>
		<i>Employees subject to priced parking (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	<i>\$0</i>	<i>\$0</i>
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%
		<i>Lines within project site improved (<50%, >=50%)</i>	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0
		<i>Employees and residents eligible (%)</i>	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
 Project Name: Hollywood & Wilcox
 Project Scenario: Project
 Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
 Project Name: Hollywood & Wilcox
 Project Scenario: Project
 Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
MAX. TDM EFFECT	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	352	-46.3%	189	7.6	2,675	1,436
Home Based Other Production	943	-51.7%	455	4.8	4,526	2,184
Non-Home Based Other Production	166	-15.7%	140	7.4	1,228	1,036
Home-Based Work Attraction	71	-57.7%	30	8.4	596	252
Home-Based Other Attraction	550	-52.2%	263	5.9	3,245	1,552
Non-Home Based Other Attraction	261	-14.9%	222	6.4	1,670	1,421

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-11.6%	167	1,269	-11.6%	167	1,269
Home Based Other Production	-11.6%	402	1,931	-11.6%	402	1,931
Non-Home Based Other Production	-11.6%	124	916	-11.6%	124	916
Home-Based Work Attraction	-11.6%	27	223	-11.6%	27	223
Home-Based Other Attraction	-11.6%	232	1,372	-11.6%	232	1,372
Non-Home Based Other Attraction	-11.6%	196	1,256	-11.6%	196	1,256

MXD VMT Methodology Per Capita & Per Employee

Total Population: 586

Total Employees: 49

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,200	3,200
<i>Total Home Based Work Attraction VMT</i>	223	223
<i>Total Home Based VMT Per Capita</i>	5.5	5.5
<i>Total Work Based VMT Per Employee</i>	4.5	4.5

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Adverse Queuing Condition
1.	Cahuenga Boulevard & US-101 NB Off-Ramp	AM	0.411	A	0.422	A	0.011	NO
		PM	0.753	C	0.759	C	0.006	NO
2.	Wilcox Avenue & Franklin Avenue	AM	0.904	E	0.909	E	0.005	NO
		PM	0.703	C	0.727	C	0.024	NO
3.	Cahuenga Boulevard & Franklin Avenue	AM	1.098	F	1.115	F	0.017	YES
		PM	1.019	F	1.031	F	0.012	YES
4.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM	0.369	A	0.370	A	0.001	NO
		PM	0.445	A	0.447	A	0.002	NO
5.	Argyle Avenue / US-101 NB On-Ramp & Franklin Avenue	AM	0.806	D	0.807	D	0.001	NO
		PM	0.803	D	0.803	D	0.000	NO
6.	Wilcox Avenue & Yucca Street	AM	0.449	A	0.455	A	0.006	NO
		PM	0.387	A	0.397	A	0.010	NO
7.	Cahuenga Boulevard & Yucca Street	AM	0.599	A	0.603	B	0.004	NO
		PM	0.642	B	0.643	B	0.001	NO
8.	Vine Street & Yucca Street	AM	0.620	B	0.623	B	0.003	NO
		PM	0.617	B	0.619	B	0.002	NO
9.	Argyle Avenue & Yucca Street	AM	0.293	A	0.297	A	0.004	NO
		PM	0.474	A	0.475	A	0.001	NO
10.	Highland Avenue & Hollywood Boulevard	AM	0.984	F *	0.988	F *	0.004	NO
		PM	0.951	F *	0.958	F *	0.007	NO
11.	Whitley Avenue & Hollywood Boulevard	AM	0.531	A	0.534	A	0.003	NO
		PM	0.465	A	0.467	A	0.002	NO
12.	Wilcox Avenue & Hollywood Boulevard	AM	0.871	D	0.883	D	0.012	NO
		PM	0.735	C	0.752	C	0.017	NO
13.	Cahuenga Boulevard & Hollywood Boulevard	AM	0.966	F *	0.973	F *	0.007	NO
		PM	0.815	F *	0.823	F *	0.008	NO
14.	Vine Street & Hollywood Boulevard	AM	0.925	F *	0.927	F *	0.002	NO
		PM	0.937	F *	0.942	F *	0.005	NO
15.	Argyle Avenue & Hollywood Boulevard	AM	0.698	B	0.699	B	0.001	NO
		PM	0.727	C	0.731	C	0.004	NO
16.	Wilcox Avenue & Selma Avenue	AM	0.383	A	0.399	A	0.016	NO
		PM	0.516	A	0.537	A	0.021	NO
17.	Cahuenga Boulevard & Selma Avenue	AM	0.531	A	0.534	A	0.003	NO
		PM	0.549	A	0.551	A	0.002	NO
18.	Wilcox Avenue & Sunset Boulevard	AM	0.660	B	0.675	B	0.015	NO
		PM	0.700	B	0.708	C	0.008	NO
19.	Cahuenga Boulevard & Sunset Boulevard	AM	0.977	F *	0.980	F *	0.003	NO
		PM	0.864	F *	0.869	F *	0.005	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 11
TRIP GENERATION WITH TDM PROGRAM REDUCTION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 15% Transit/Walk-In Reduction [b]			(259)	(4)	(16)	(20)	(16)	(8)	(24)
Subtotal - Apartment			1,470	23	90	113	89	48	137
Office	710	4 ksf	39	5	1	6	1	4	5
Less 15% Transit/Walk-In Reduction [b]			(6)	(1)	0	(1)	0	(1)	(1)
Subtotal - Office			33	4	1	5	1	3	4
Retail	820	11 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [c]			(24)	0	0	0	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(67)	(1)	(1)	(2)	(3)	(3)	(6)
Less 20% Pass-by Reduction [d]			(76)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal - Retail			304	5	2	7	13	14	27
Restaurant	932	3 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [c]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(58)	(3)	(2)	(5)	(3)	(2)	(5)
Less 20% Pass-by Reduction [d]			(66)	(3)	(3)	(6)	(3)	(2)	(5)
Subtotal - Restaurant			263	12	10	22	12	8	20
Total - Proposed Project			2,070	44	103	147	115	73	188
TDM Program									
Apartment									
Less 15% TDM Program Reduction			(221)	(3)	(14)	(17)	(13)	(7)	(20)
Office									
Less 15% TDM Program Reduction			(5)	(1)	0	(1)	0	0	0
Retail									
Less 15% TDM Program Reduction			(46)	(1)	0	(1)	(2)	(2)	(4)
Restaurant									
Less 15% TDM Program Reduction			(39)	(2)	(2)	(4)	(2)	(1)	(3)
Total - TDM Reduction			(311)	(7)	(16)	(23)	(17)	(10)	(27)
Total - Existing Uses to be Removed [e]			(445)	(21)	(5)	(26)	(16)	(29)	(45)
Total - Net New Project Trips with TDM Program			1,314	16	82	98	82	34	116

Notes

du: dwelling units

ksf: 1,000 square feet

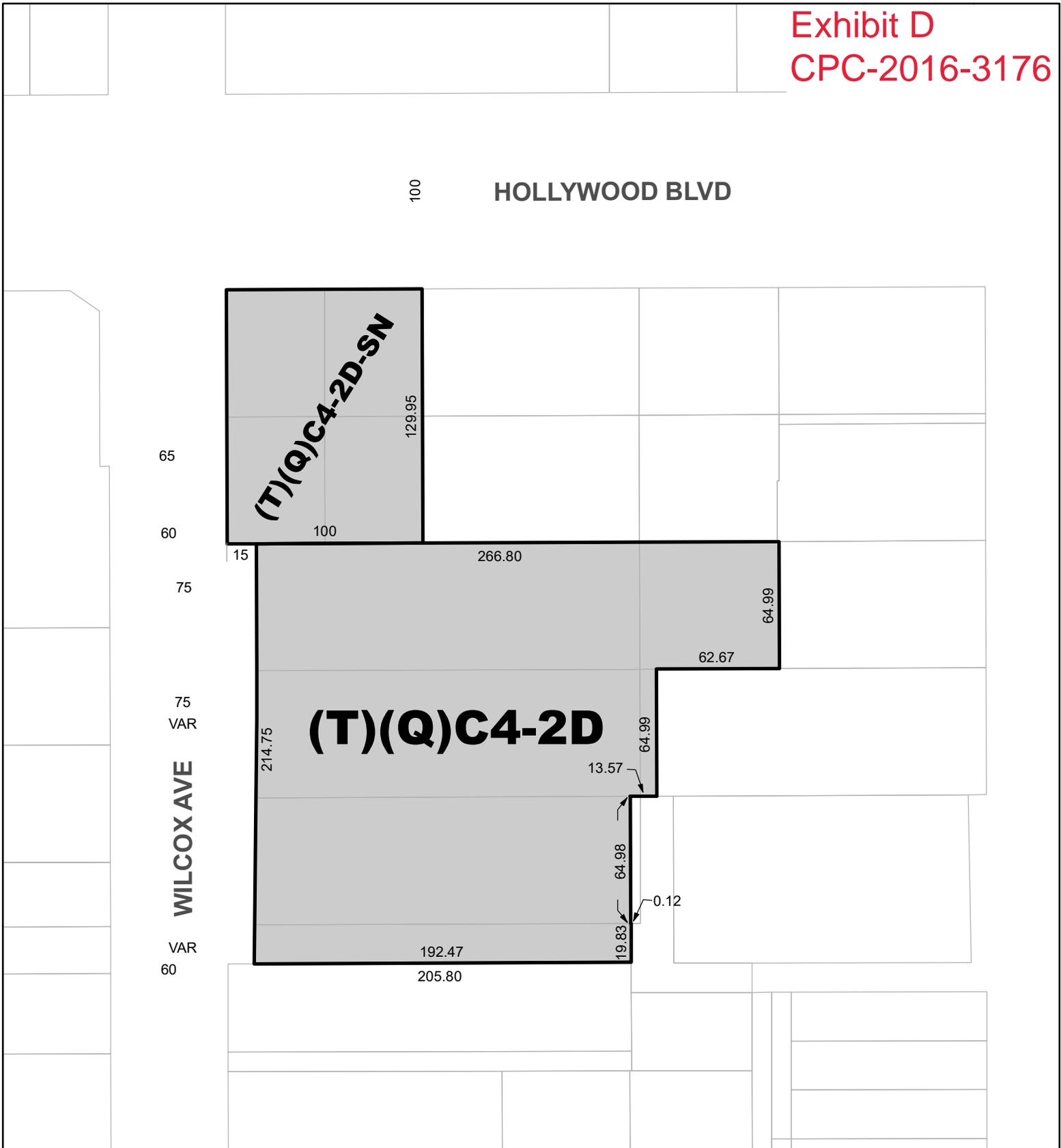
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood/Vine station and a Metro RapidBus stop (Line 780), therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

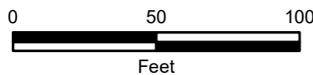
[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[e] See Table 8.



THE INTENT OF THIS ORDINANCE IS FOR THE BOUNDARIES OF THIS ZONE CHANGE TO COINCIDE WITH THOSE OF RECORDED TR 74371.



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City of Los Angeles

