



DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: December 7, 2023
Time: After 8:30 A.M.
Place: Los Angeles City Hall
Council Chambers, 3rd Floor
200 North Spring Street, Room 340
Los Angeles, CA 90012

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at [Commissions, Boards, and Hearing – 9/20/2023 City Planning Commission](#) and/or by contacting cpc@lacity.org.

Public Hearing: August 30, 2023
Appeal Status: Zone Variance, Transit Oriented Communities Affordable Housing Incentive Program, and Site Plan Review are not appealable.
Expiration Date: December 7, 2023

Case No.: ZA-2019-5590-ZV-TOC-SPR-1A
CEQA No.: ENV-2019-5591-EIR
Related Cases: VTT-82764, VTT-82764-1A
Council No.: 13 – Soto-Martinez
Plan Area: Hollywood
Plan Overlay: Hollywood Signage Supplemental Use District; Hollywood Redevelopment Plan Area
Certified NC: Central Hollywood
Land Use: Regional Center Commercial
Zone: C4-2D-SN; C4-2D
Applicant: Artisan Ventures
Representative: Todd Nelson, Rand, Paster & Nelson, LLP
Appellant: Leo Mellace, The Sound Factory

PROJECT LOCATION: 1520-1542 North Cahuenga Boulevard; 1523-1549 North Ivar Avenue; and 6350 West Selma Avenue

PROPOSED PROJECT: Construction of a 25-story, mixed-use building with 260 residential units (including 26 units set aside for Extremely Low Income Households) and 6,790 square feet of ground floor retail/restaurant uses, and retention of six existing commercial buildings.

REQUESTED ACTIONS: Appeal of the Associate Zoning Administrator's determination, dated September 26, 2023, which:

1. **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Artisan Hollywood Project Environmental Impact Report (EIR) No. ENV-2019-5591-EIR, State Clearinghouse No. 2020110295, certified on September 15, 2023; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project;
2. **Dismissed**, pursuant to Los Angeles Municipal Code (LAMC) Section 12.27 a Zone Variance to permit off-site parking for the existing commercial uses by lease in lieu of covenant during construction of the Project, as not necessary, as California Government

Code Section 65863.2 prohibits the City from implementing or enforcing any minimum automobile parking requirements for the Project; and

3. **Approved**, pursuant to LAMC Section 12.22 A.31, a 50 percent increase in Floor Area Ratio (FAR) from 3:1 to 4.5:1 consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a Tier 3 project with a total of 260 dwelling units, including 26 units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following one Additional Incentive:
 - a. **Yards/Setbacks**. Permit the utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and thereby permitting minimum five-foot side yard setbacks for the first residential story, consistent with LAMC Section 12.10.5 C, in lieu of the 16 feet otherwise required for a 25-story residential building by LAMC Section 12.11 C.2; and,
4. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project creating 50 or more residential dwelling units.

RECOMMENDED ACTIONS:

Deny the appeal, and sustain the following modified actions of the Associate Zoning Administrator:

1. **Find** that based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Artisan Hollywood Project Environmental Impact Report (EIR) No. ENV-2019-5591-EIR, State Clearinghouse No. 2020110295, certified on December 7, 2023; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project; and
2. **Dismiss** a Zone Variance to permit off-site parking for the existing commercial uses by lease in lieu of covenant during construction of the Project, as not necessary, as California Government Code Section 65863.2 prohibits the City from implementing or enforcing any minimum automobile parking requirements for the Project; and
3. **Approve** a 50 percent increase in FAR from 3:1 to 4.5:1 consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a Tier 3 project with a total of 260 dwelling units, including 26 units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following one Additional Incentive:
 - a. **Yards/Setbacks**. Permit the utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone; and thereby permitting minimum five-foot side yard setbacks for the first residential story, consistent with LAMC Section 12.10.5 C, in lieu of the 16 feet otherwise required for a 25-story residential building by LAMC Section 12.11 C.2; and,
4. **Approve** a Site Plan Review for a development project creating 50 or more residential dwelling units.
5. **Adopt** the Zoning Administrator's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Jack Chiang

Jack Chiang
Associate Zoning Administrator

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) 978-1300.*

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Exhibits:

A – Appeal Application and Justification

B – ZA-2019-5590-ZV-TOC-SPR September 26, 2023, Letter of Determination

Environmental Impact Report (EIR) links:

Draft EIR:

<https://planning.lacity.org/development-services/eir/artisan-hollywood-project-0>

Final EIR:

<https://planning.lacity.org/development-services/eir/artisan-hollywood-project-1>

Erratum No. 1:

<https://planning.lacity.org/development-services/eir/artisan-hollywood-project-4>

APPEAL ANALYSIS

BACKGROUND

On September 26, 2023, the Associate Zoning Administrator dismissed a Zone Variance, and approved a 50-percent increase in Floor Area Ratio (FAR) from 3:1 to 4.5:1 and one incentive to permit the utilization of the side yard setback requirements of the RAS3 Zone, for a Tier 3 eligible Transit Oriented Communities (TOC) Affordable Housing Incentive Program and Site Plan Review, for the demolition of an existing surface parking area located in the northeast portion of the Project Site, to allow for the development of a 25-story, 286-foot-tall building that would include 260 residential units (including 26 units restricted for Extremely Low Income households), 6,790 square feet of ground floor commercial space, and vehicular parking within four subterranean and two above-grade parking levels. The Project would result in a total of 300,996 square feet of floor area, including six existing commercial buildings that have a combined floor area of 33,828 square feet, on a 1.55-acre site, for a maximum floor area ratio (FAR) of up to 4.5:1.

The ZA approval is related to Case No. VTT-82764 (VTTM), approved by the Advisory Agency on September 15, 2023, which was subsequently appealed and is being heard by the City Planning Commission concurrently with the subject appeal.

APPEAL

The Associate Zoning Administrator issued a Letter of Determination (LOD) on September 26, 2023, finding that the Project was previously assessed in the Artisan Hollywood Project EIR certified with the related VTTM approval, and approving the Artisan Hollywood Project described above. One appeal was filed in a timely manner on October 10, 2023, by Leo Mellace, on behalf of The Sound Factory, an operator on an adjacent property, and the same appellant who filed an appeal of the related VTTM, with similar appeal points as discussed in more detail below. Pursuant to LAMC Sections 12.27, 12.22 A.31, and 16.05, the Zone Variance, TOC entitlements, and Site Plan Review are not further appealable.

The appeal primarily references comments in a letter that was previously submitted by The Sound Factory on November 7, 2022 (November 7, 2022 Letter), in response to the publication of the Project's Draft EIR, providing comments primarily focused on concerns regarding the analysis of and impacts from noise and vibration.

As detailed in the Final EIR's Response to Comments, the City found that the issues raised in the November 7, 2022 Letter lacked merit and credible evidence that the Project would result in new or substantially increased impacts than what was analyzed in the EIR, that the comment did not include new information, and that any of the other criteria for recirculation under CEQA Guidelines Section 15088.5 had not been met.

It should be noted that the Appellant submitted the November 7, 2022 Letter as the primary justifications for the appeal. However, the Appellant's justification cover letter (See Exhibit A, pg. 5) introduces two new claims that were not included in the November 7, 2022 Letter; namely that: 1) that the proposed Project is inconsistent with the goals and policies of the Hollywood Community Plan and the Hollywood Redevelopment Plan; and 2) that the Project does not consist of an arrangement of buildings and structures compatible with existing and future development on neighboring properties. For reference, a link to the Draft and Final EIR, and Erratum, is provided in the Table of Contents of this Report.

Below is a summary of the appeal's main points and staff's responses, to provide clarity where necessary for purposes of assisting the Commission in their consideration of the Project and the appeal.

APPEAL POINTS AND STAFF RESPONSES

Appeal Point 1

The Appellant asserts that the approved Project will cause significant noise and vibration impacts during both construction and operation of the Project and will contribute to a potentially cumulative construction impact along with other nearby planned or approved projects. Collectively, the Appellant asserts that these noise and vibration impacts have no feasible means of mitigation, would make recording inside their studio impossible, and thereby jeopardize their long-running business, the loss of which would result in a specific adverse impact on The Sound Factory as a historic resource. The Appellant asserts that the EIR erred in its analysis of the Project's potential historic impacts by only analyzing the change of setting to the building's exterior and ignoring the importance of the physicality of The Sound Factory's interior. The Appellant asserts that closure of the Sound Factory's business would result in a specific adverse impact to a historic resource.

Staff Response 1

The Appellant has previously raised these same issues in relation to the proposed Project's noise and vibration impacts, first in the November 7, 2022 Letter in response to the Draft EIR, which have been addressed in detail in the Final EIR (refer to Response to Comment Nos. 5-2 through 5-24), and again in correspondence submitted prior to and in testimony taken during the joint Deputy Advisory Agency and Zoning Administrator Joint Public Hearing on August 30th, 2023, which were addressed verbally by staff and in the subsequent LOD. The appeal points do not constitute new significant information or result in new significant impacts or a substantial increase in a significant impact already identified in the Draft EIR.

As discussed in the Final EIR, the noise and vibration analysis contained in the Draft EIR was performed in full compliance with CEQA, and all feasible, effective mitigation measures were included to reduce the potential impacts that were identified. Under the L.A. CEQA Thresholds Guide, recording studios are not defined as a noise-sensitive use. Nonetheless, the DEIR did include the two nearby recording studios, Goya Studios and The Sound Factory, in the Draft EIR noise analysis for informational purposes, and the Project's potential noise and vibration impacts upon these receptors were analyzed using the City's standard, accepted methodology as acknowledged by the Appellant's own consultant and detailed in the EIR.

As identified in the Draft EIR, the Project's temporary construction noise impacts, associated with both on- and off-site noise sources would be significant and unavoidable, and cumulative impacts related to both on- and off-site construction noise would also be significant and unavoidable in the event of concurrent construction activities associated with related projects in the near vicinity. Implementation of Mitigation Measure NOI-MM-1 would reduce the Project's on-site construction noise levels to the extent feasible, but it is acknowledged in the EIR that temporary on- and off-site construction noise impacts would remain significant and unavoidable even after implementation of this feasible mitigation. Specifically, Response to Comment No. 5-9 of the Final EIR describes how the noise levels of the Project's construction activities, as perceived within the Sound Factory building's studios, would be consistent with the Sound Factory's existing measured interior ambient noise levels and would also be below the industry standard of 25 dBA for recording studios. As described in that Response to Comment, the estimated Project-related construction noise level inside the Sound Factory building was based on the actual building's noise reduction performance, as measured by the Sound Factory consultant and provided to the City in the Sound Factory's comment letter on the Draft EIR. As indicated therein, the estimated

construction noise level inside the Sound Factory during the loudest construction phase would be 18.8 dBA, which would be consistent with the existing measured ambient noise levels of 17–23 dBA inside the Sound Factory building. Furthermore, the estimated maximum noise level at the exterior of the Sound Factory building from Project construction would be 75 dBA (L_{max}), which would be less than the exterior noise levels associated with a motorcycle pass-by identified and as measured by the Sound Factory's acoustical consultant.¹ These noise impacts would be temporary, however, and strictly limited to the Project's construction phase, which is expected to take 26 months. Contrary to the Appellant's assertion, and as demonstrated in the EIR's noise analysis, operation of the Project would not result in any significant noise or vibration impacts, either from stationary sources such as building mechanical equipment, or from activity on rooftop decks, inside the building or in the subterranean parking.

The EIR for the Project was completed in full compliance with CEQA, and the Project complies with applicable zoning and planning laws. Regarding the Appellant's assertion that the Project would result in a historic cultural impact, the threshold of significance when determining a project's potential impact to a historic resource is whether the project would cause a substantial adverse change in the significance of the historical resource. Per CEQA Guidelines Section 15064.5(b)(1), a substantial adverse change is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource would be materially impaired. Material impairment would occur if a project demolished or altered the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility for inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA.

While The Sound Factory building is historic, the use is not. The Sound Factory building itself would not be demolished, destroyed, relocated, or altered as a result of the Project. Furthermore, as detailed in the Draft EIR's Cultural Resources analysis, while the Project would introduce a new visual element to the study area (a new building in place of a parking lot), it would not affect the setting of any of the identified historical resources, nor would it affect the physical integrity of the designated historical and potentially historical buildings within the study area to the degree that they would no longer qualify as historical resource. This finding would apply equally, if not more so, to the interior setting of The Sound Factory as it would the exterior. Therefore, the Project would not result in a specific adverse impact to the historic recording studio building.

In addition, as discussed in Response to Comments of the Final EIR and in the Draft EIR, operation of the Project would not result in significant noise impacts at the Sound Factory building or any other off-site location. Thus, contrary to the Appellant's comments, operation of the Project would not result in the permanent elimination of the Sound Factory's ability to operate as a recording studio.

Appeal Point 2

The Appellant asserts the Project is not in conformance with the purposes, intent, and provisions and goals and policies of the Hollywood Community Plan and the Hollywood Redevelopment Plan.

¹ The maximum noise level (L_{max}) at the exterior of the Sound Factory during Project construction is equal to the loudest construction equipment noise level of 90 dBA (L_{max}) at a distance of 50 feet (see Table IV.G-10 of the Draft EIR) minus the 15-dBA noise reduction provided by the construction noise barrier along the Project Site's northern property line, which is equal to 75 dBA (L_{max}).

Staff Response 2

As detailed in the Associate Zoning Administrator's findings, the Project is in substantial conformance with the purposes, intent, and provisions of the City's General Plan, including the Hollywood Community Plan and Hollywood Redevelopment Plan, which designates the Project Site for Regional Center Commercial Plan land uses. The Project's uses, density, and development envelope are consistent with the Community Plan, the LAMC, and the City's adopted TOC Guidelines. The Project would construct a mixed-use development consisting of residential uses and community-serving commercial uses in an infill, transit-priority area, as encouraged within the Regional Center Commercial land use designation and consistent with many of both plan's goals, policies, and objectives. Furthermore, there is no density increase requested and the Project is developing less than the base or by-right density.

The specific Community Plan goals cited by the Appellant are proposed as part of the Hollywood Community Plan Update, which is not yet in effect and therefore do not pertain to the Artisan Hollywood Project. In addition, CEQA does not require that a project be completely consistent with all relevant General Plan policies (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal App.4th 704, 717). Furthermore, the Appellant did not provide any new information to support the assertion that the map is inconsistent with the goals and policies of the Hollywood Community and Redevelopment Plans.

Additionally, as shown in the Associate Zoning Administrator's findings, the Project meets Goals 3, 9 and 10 of the Hollywood Redevelopment Plan by improving an underutilized site for the construction of new housing, increasing housing supply and options including 26 units of covenanted affordable housing units set aside for Extremely Low Income Households, and preserving existing and increasing commercial uses within a highly developed commercial area of Hollywood.

Appeal Point 3

The Appellant asserts that the Project does not consist of an arrangement of buildings and structures compatible with existing and future development on neighboring properties.

Staff Response 3

The Project Site is zoned C4-2D, which does not impose a maximum building height limitation but does impose a maximum Floor Area Ratio (FAR) of 3:1 with the "D" Limitation (Ordinance No. 165,660). In conformance with the TOC Guidelines, the Project may utilize a 50 percent FAR increase, allowing a total 4.5:1 FAR for the Project Site. The Hollywood Redevelopment Plan further establishes a base FAR limit of 4.5:1 for all development with a Regional Center land use designation. The Project proposes 4.5:1, in compliance with the TOC Guidelines and Hollywood Redevelopment Plan limitations.

The Hollywood Regional Center area is a focal point of regional commerce and activity, characterized by a mix of low- medium-, and high-rise buildings from a range of eras, such as the 22-story Sunset Media Center building at 6255 Sunset Boulevard, built in 1973, and the adaptive reuse of a 19-story tower at 6266 W Sunset Boulevard, originally built in 1961. There are several other towers of similar height to the proposed 25-story Artisan Hollywood Project either under construction, approved or planned in the area, including a 232-foot-tall hotel approved at 6407 Sunset Boulevard and a 288-foot-tall building at 6400 Sunset Boulevard, both of which are approximately one block to the south of the Project Site. Therefore, the Project is compatible with existing and future development on neighboring properties.

CONCLUSION

Upon careful consideration of the appeal, the appellant has not adequately demonstrated that the City erred or abused its discretion. In addition, no substantial evidence that the City has erred in its actions relative to the associated entitlements or the Environmental Impact Report has been presented. The Appellant has raised no new information to dispute the Findings of the Associate Zoning Administrator's actions on this matter. Therefore, in consideration of all the facts, Planning Staff recommends the City Planning Commission deny the appeal and sustain the decision of the Associate Zoning Administrator to approve Case No. ZA-2019-5590-ZV-TOC-SPR, find that based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Artisan Hollywood Project EIR, and adopt the conditions and findings.

APPLICATIONS



APPEAL APPLICATION Instructions and Checklist

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

PURPOSE

This application is for the appeal of Los Angeles City Planning determinations, as authorized by the LAMC, as well as first-level Building and Safety Appeals.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- Area Planning Commission (APC) City Planning Commission (CPC) City Council
 Zoning Administrator (ZA) Director of Planning (DIR)

CASE INFORMATION

Case Number: ZA-2019-5590-ZV-TOC-SPR

Project Address: 6357 W. Selma Ave.; 1520-1542 N. Cahuenga Blvd.; 1523-1549 N. Ivar Ave. Los Angeles, CA 90028

Final Date to Appeal: October 11, 2023

APPELLANT

For main entitlement cases, except for Building and Safety Appeals:

Check all that apply.

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

For Building and Safety Appeals only:

Check all that apply.

- Person claiming to be aggrieved by the determination made by **Building and Safety**¹
 Representative Property Owner Applicant Operator of the Use/Site

¹ Appellants of a Building and Safety Appeal are considered the Applicant and must provide the Noticing Requirements identified on page 4 of this form at the time of filing. Pursuant to LAMC Section 12.26 K, an appeal fee shall be required pursuant to LAMC Section 19.01 B.2.

APPELLANT INFORMATION

Appellant Name: Leo Mellace

Company/Organization: The Sound Factory

Mailing Address: 6357 W. Selma Ave.

City: Los Angeles State: CA Zip Code: 90028

Telephone: (617) 899-3749 E-mail: leojoeph@me.com

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

Self Other: The Sound Factory

Is the appeal being filed to support the original applicant's position? YES NO

REPRESENTATIVE / AGENT INFORMATION

Representative/Agent Name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ E-mail: _____

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part? Entire Part

Are specific Conditions of Approval being appealed? YES NO


If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

- Reason(s) for the appeal
- Specific points at issue
- How you are aggrieved by the decision
- How the decision-maker erred or abused their decision

APPLICANT'S AFFIDAVIT

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

Appellant Signature:  Date: 10/10/2023

GENERAL NOTES

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

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

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date :** _____

Determination authority notified Original receipt and BTC receipt (if original applicant)

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

- Appeal Application
- Justification/Reason for Appeal
- Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

3. Appeal Fee

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

4. Noticing Requirements (Applicant Appeals or Building and Safety Appeals Only)

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. Appellants for BSAs are considered Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning’s mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP-2074](#)) for applicable requirements.

SPECIFIC CASE TYPES

ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to LAMC Section 12.22 A.25(g).

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.
 - Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to LAMC Section 12.37 I.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant LAMC Section 17.54 A.

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

BUILDING AND SAFETY APPEAL

First Level Appeal

Procedures for an appeal of a determination by the Los Angeles Department of Building and Safety (LADBS) (i.e., Building and Safety Appeal, or BSA) are pursuant LAMC Section 12.26 K.1.

- The Appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

1. Appeal Fee

- Appeal fee shall be in accordance with LAMC Section 19.01 B.2 (i.e., the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code, plus surcharges).

2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.3. Appellants for BSAs are considered Original Applicants.

- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP-2074](#)) for applicable requirements.

Second Level Appeal

Procedures for a appeal of the Director's Decision on a BSA Appeal are pursuant to LAMC Section 12.26 K.6. The original Appellant or any other aggrieved person may file an appeal to the APC or CPC, as noted in the LOD.

1. Appeal Fee

- Original Applicant.* Fees shall be in accordance with the LAMC Section 19.01 B.1(a).

2. Noticing Requirement

- Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per LAMC Section 12.26 K.7. Appellants for BSAs are considered Original Original Applicants.
- BTC Receipt.* Proof of payment by way of a BTC Receipt must be submitted to verify that mailing fees for the appeal hearing notice have been paid by the Applicant to City Planning's mailing contractor (BTC).

See the Mailing Procedures Instructions ([CP-2074](#)) for applicable requirements.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to LAMC Section 12.27.1 C.4. Nuisance Abatement/Revocations cases are only appealable to the City Council.

1. Appeal Fee

- Applicant (Owner/Operator).* The fee charged shall be in accordance with the LAMC Section 19.01 B.1(a).

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under LAMC Section 19.01 B.1(a) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

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



October 8, 2023

Leo Mellace
The Sound Factory
6357 Selma Ave.
Los Angeles, CA 90028

Los Angeles City Planning Commission
City of Los Angeles Planning Department
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

RE: Justifications of Appeal of Zoning Administrator's approval of the TOC incentives and Site Plan Review for the Artisan Hollywood Project

Case No.: ZA-2019-5590-ZV-TOC-SPR; CEQA Case No.: ENV-2019-5591-EIR (SCH NO. 2020110295)

Project Addresses: 1520-1542 N. Cahuenga Blvd; 1523-1549 N. Ivar Ave.; 6350 W. Selma Ave.

Honorable Commission members:

The Sound Factory is located directly across from the proposed Artisan Hollywood Project, a 25-story, 300,996 sq. ft. mixed-use development that would be constructed over a two-year period only 50 feet from our stages. We are adversely affected by the City's failure to comply with the California Environmental Quality Act (CEQA), State Planning and Zoning Law, and local law in approving the Project. We have a direct and substantial beneficial interest in ensuring that the City complies with laws related to environmental protection, as our interests are directly and adversely affected by the City's approval of the Project.

The Sound Factory (originally known as Moonglow Records and Recording) has been in continuous operation for over 60 years, and has been the home of albums by The Jackson 5, Marvin Gaye, James Taylor, Linda Ronstadt, Elton John, the Mamas and the Pappas, Jackson Browne, Neil Diamond, Dolly Parton, Daryl Hall and John Oats, Sheryl Crow, Pearl Jam, Red Hot Chili Peppers, and hundreds of other major artists. We have preserved the rooms and equipment where those artists' classic albums were formulated, recorded, and mixed, retaining the distinctly rich acoustics sought by key professionals in the music industry.

The EIR's Historical Resources Technical Report acknowledges that The Sound Factory is an off-site historic resource eligible for listing in the California Register and for local designation, noting our "significant association with the music industry." The report however failed in only analyzing a change in setting of the building's exterior when assessing the Project's potential historic impacts. The review completely ignores the importance of the physicality of The Sound Factory's interior recording studios and the history of the artists who have recorded here in its determination of cultural impacts. The proposed project will permanently eliminate our ability to operate as a recording studio,

forcing its closure and resulting in a specific adverse impact on The Sound Factory as a historic resource.

The Zoning Administrator's approval of the Project's requested entitlements (which we appeal in full) is based upon the developer's and city's unsubstantiated contention that construction and operational noise and vibration generated by the development will not penetrate into the studios and disrupt recording operations.

The City relies on our consultant's determination that The Sound Factory's sound limiting techniques result in a building exterior-to-interior noise isolation of approximately 52 dBA, and that the Project's proposed two-year schedule for site demolition, subterranean excavation (requiring thousands of haul truck trips right at our front door on Selma Ave.), and construction of a 286-foot-tall structure would, as stated in the determination letter, "*not be significantly more disruptive than other regular daily urban occurrences,*" and that the estimated maximum noise levels generated by the Project's massive earth moving and construction equipment would be lower than a motorcycle pass by. This summary defies reality, and is a nonsensical response to our expert's conclusions.

Further, the Project EIR vibration impact analysis only reviewed whether the historic building structure itself would be physically damaged as a result of construction activity, not whether our historic recording studios would be permanently impaired by forcing us out of business. The determination letter acknowledges: "*There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from both on-site and off-site construction associated with human annoyance at the Sound Factory recording studio.*"

This conclusion supports our contention that the Project will have a specific adverse impact on The Sound Factory as a historic resource and is therefore in conflict with State law and local ordinance pertaining to density bonus approvals, and the findings associated with Site Plan Review approvals prohibiting substantial environmental damage. Unless effective mitigation measures are conditioned upon construction and operation of the proposed project, all of the city's approvals must be revoked, including the 50% Floor Area Ratio (FAR) bonus and side yard setback reduction granted to the developer.

The project is NOT in conformance with the purposes, intent, and provisions and goals and policies of the Hollywood Community Plan and the Hollywood Redevelopment Plan.

The goals and policies of the Hollywood Redevelopment Plan emphasize the importance of the entertainment industry to Los Angeles. Goal #6 of the 2003 amended Plan states: "*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.*"

The Hollywood Community Plan further emphasizes the importance of the entertainment industry, seeking to "*Honor Hollywood's legacy through the preservation of the built environment that reflects Hollywood's cultural, social, economic, and architectural history*" (Goal P.1); "*Promote the establishment, retention, and expansion of media, entertainment, and creative office uses in Hollywood*" (LU10.1), and "*Support the investment, modernization, and growth of Hollywood's studio facilities and supporting uses as important job providers*" (LU10.2).

None of these goals and policies are advanced by approval of the Artisan Hollywood development. As noted in the attached noise and vibration analysis prepared by RNS Acoustics, development of the project will make recording impossible.

The project does NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.

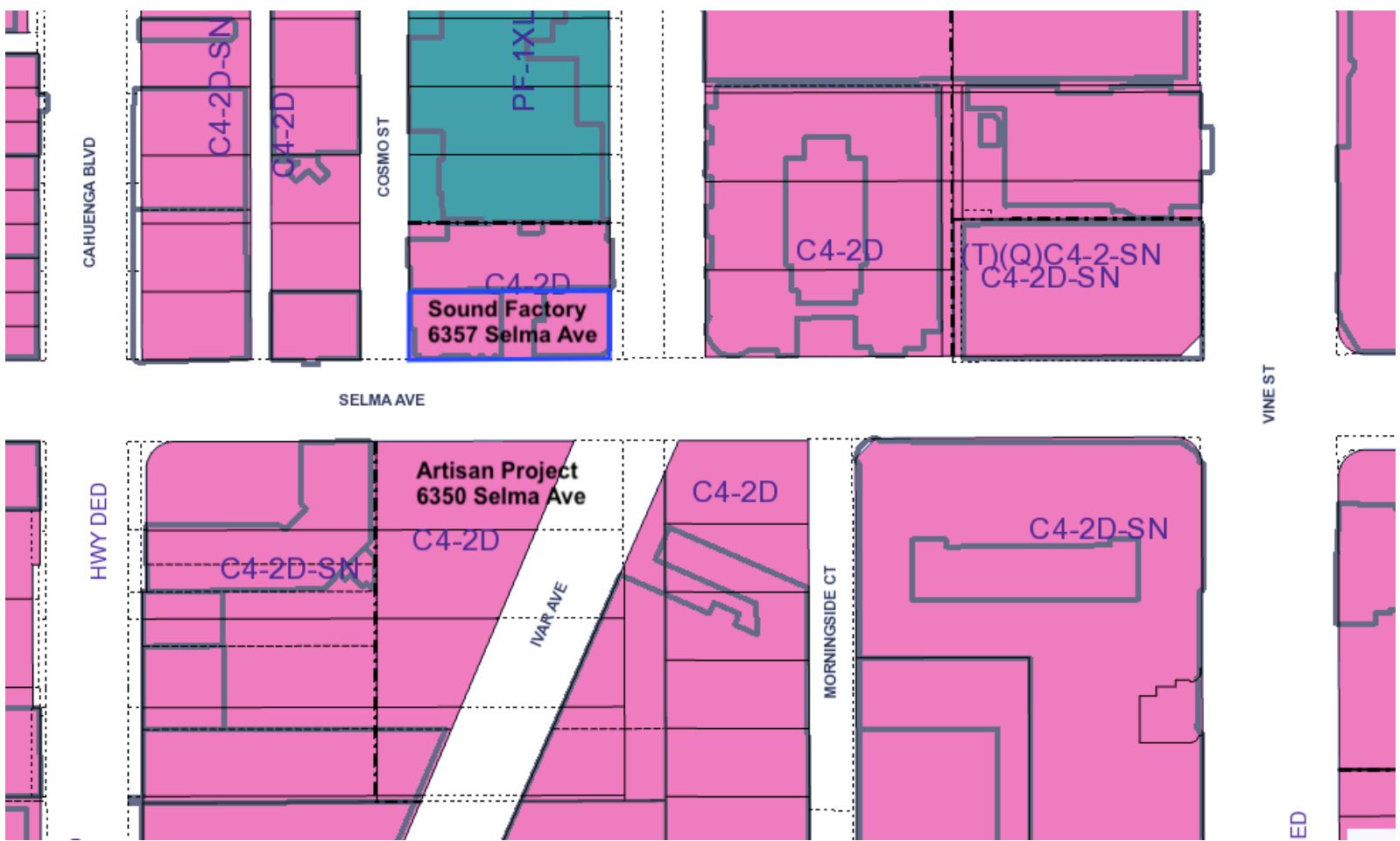
The Project site is occupied by one-story retail, and is primarily surrounded by one- and two-story commercial buildings. At 286-feet-tall, the Artisan Hollywood development would be the highest building in Hollywood. The 260 residential units and commercial space would be served by only 320 unbundled parking spaces instead of the 483 parking stalls otherwise required. The 25-story Project has been granted a 5-foot side yard setback, in lieu of the 16 feet otherwise required. In no manner, therefore, is the Project compatible with existing and future development. The Site Plan Review findings therefore cannot be made, and the Project should have been rejected as incompatible with existing and future development in Hollywood.

The Sound Factory adopts all objections submitted into the record as its own. Please note that we reserve the right to supplement the bases of this appeal.

Thank you,

Sound Factory x Artisan Proximity 50 feet from project site

(Source ZIMAS)



October 10, 2023

Sound Factory Studios
6357 Selma Ave
Los Angeles, CA 90028

**RE: Comments RE: ZA-2019-5590 – Artisan Hollywood
Artisan Hollywood Project, Los Angeles, CA**

It is our professional opinion that the proposed Artisan Hollywood project will adversely affect your business as a world-class recording studio.

The documentation provided by Artisan does not clearly show that the project will minimize or eliminate any noise and vibration impacts to Sound Factory. As a recording studio, Sound Factory is extremely sensitive to intrusive noise and vibrations. The increase in truck traffic and general construction noise will cause a significant impact to the studios operations.

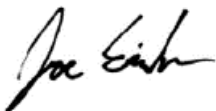
After reviewing the various activities across the multiple phases of the project construction, it is unlikely that Sound Factory Studios will be able to provide recording services during this time.

The project consists of jackhammering, large vehicles for transport and other significant earth moving activities that will result in ground borne vibrations that are detrimental to the recording process.

Furthermore, the irregularity and unpredictability of these activities will make it impossible to schedule client sessions during non-invasive time periods with accuracy.

Service quality from Sound Factory will be severely diminished and client satisfaction is expected to also decrease if these conditions persist for the duration of the construction.

Sincerely,
RNS Acoustics



Prepared by:
Joe Erickson
Lead Acoustical Consultant



Reviewed By:
Ryan Sema
Principal

OFFICE OF ZONING ADMINISTRATION
200 N. SPRING STREET, ROOM 763
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JORDANN TURNER

CITY OF LOS ANGELES
CALIFORNIA



KAREN BASS
MAYOR

**LOS ANGELES DEPARTMENT
OF CITY PLANNING
EXECUTIVE OFFICES**

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

planning.lacity.org

Decision Date: September 26, 2023

Appeal Period Ends: October 11, 2023

Applicant

Artisan Ventures
Mark Laderman
2415 Main Street
Santa Monica, CA 90405

Owner

W-AP Cahuenga Owner VII, L.P.
2415 Main Street
Santa Monica, CA 90405

Representative

Rand, Paster & Nelson, LLP
Todd Nelson
633 West Fifth Street, Suite 5880
Los Angeles, CA 90071

CASE NO. ZA-2019-5590-ZV-TOC-SPR
ZONE VARIANCE; TRANSIT ORIENTED
COMMUNITIES AFFORDABLE
HOUSING INCENTIVE PROGRAM;
SITE PLAN REVIEW

1520-1542 North Cahuenga Boulevard;
1523-1549 North Ivar Avenue;
and 6350 West Selma Avenue

Hollywood Community Plan

Zone: C4-2D-SN, C4-2D

C.D: 13 – Soto-Martinez

CEQA: ENV-2019-5591-EIR

(SCH No. 2020110295)

Legal Description: Block 4: Fraction of Lot 2
(Arb 2), Fraction of Lot 3 (Arb 1-2),
Fraction of Lot 4 (Arb 1-2), Portion of
Lot 12 (Arb 1), Portion of Lot 13 (Arb 1-2),
Portion of Lot 14 (Arb 1), Portion of
Lot 15 (Arb 1), Fraction of Lot 16, of Tract
Hollywood; Portion of Lot A (Arb 1)
of Tract 2129

Pursuant to California Environmental Quality Act (CEQA), I hereby FIND:

based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified Artisan Hollywood Project Environmental Impact Report (EIR) No. ENV-2019-5591-EIR, State Clearinghouse No. 2020110295, certified on September 15, 2023; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project; and,

Pursuant to Charter Section 562 and Los Angeles Municipal Code (LAMC) Section 12.27, I hereby DISMISS:

a **Zone Variance** to permit off-site parking for the Project Site's existing commercial uses by lease in lieu of covenant during construction of the Project, as the Variance is found not necessary, pursuant to California Government Code Section 65863.2 (AB 2097) which prohibits the City from implementing or enforcing any minimum automobile parking requirements for the Project; and,

Pursuant to LAMC Section 12.22 A.31, I hereby APPROVE:

A 50 percent increase in Floor Area Ratio (FAR) from 3:1 to 4.5:1 consistent with the provisions of the **Transit Oriented Communities Compliance (TOC) Affordable Housing Incentive Program** for a Tier 3 project with a total of 260 dwelling units, including 26 units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, with the following one Additional Incentive:

a. **Yards/Setbacks.** Permit the utilization of the side yard setback requirements of the RAS3 Zone for a project in a commercial zone, thereby permitting minimum five-foot side yard setbacks for the first residential story, consistent with LAMC Section 12.10.5 C, in lieu of the 16 feet otherwise required for a 25-story residential building by LAMC Section 12.11 C.2; and,

Pursuant to LAMC Section 16.05, I hereby APPROVE:

A **Site Plan Review** for a development project creating 50 or more residential dwelling units.

Upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Los Angeles Department of Building and Safety (LADBS) for purposes of having a building permit issued.
6. Prior to the issuance of any permits relative to this matter, 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, Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to Major Projects for attachment to the subject case file.

Transit Oriented Communities Housing Incentive Program Conditions

7. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," dated August 8, 2023, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
8. **Base Incentives.**
 - a. **Residential Density.** The project shall be limited to a maximum density of 260 multi-family residential dwelling units, including On-Site Restricted Affordable Units.
 - b. **Floor Area Ratio (FAR).** The project is permitted a maximum Floor Area Ratio (FAR) of 4.5 to 1.
 - c. **Parking.**
 - i. **Automobile Parking.** The project is not subject to any minimum automobile parking requirements, pursuant to California Government Code Section 65863.2 (AB 2097).
 - ii. **Unbundling.** Any provided residential parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any provided parking in the base rent or sales price, as verified by Los Angeles Housing Department (LAHD).

- iii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21 A.16.

9. **Additional Incentive.**

- a. **Yard/Setbacks.** The project shall be permitted the use of side yard setback requirements of the RAS3 Zone for a project in a commercial zone, thereby permitting minimum five-foot side yard setbacks for the first residential story, in lieu of the 16 feet otherwise required for a 25-story residential building in the C4-2D and C4-2D-SN Zones.

10. **On-Site Restricted Affordable Units.** The project shall provide a minimum of 26 units On-Site Restricted Affordable units, or units equal to 10 percent of the total number of dwelling units, reserved for Extremely Low Income (ELI) Households, as defined in California Health and Safety Code to the satisfaction of the LAHD.

11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 26 units affordable to Extremely Low Income Households, or equal to 10 percent of the project's total proposed residential density allowed, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC 12.22 A.31, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit 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 LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

Site Plan Review Conditions

12. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A", dated August 8, 2023, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

13. **Above-Ground Parking.** Within the Development Site, no above-ground vehicular parking uses shall be located along the Selma Avenue or Ivar Avenue building frontages.
14. **Landscaping.** The Landscape Plan shall indicate landscape points for the project as required by LAMC Section 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a Landscape Plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The Landscape Plan shall be in substantial conformance with the Landscape Plan stamped Exhibit A, dated August 8^t, 2023.
15. **Trees.** The Project shall provide a minimum of 60 trees on-site or in the public right-of-way pursuant to LAMC Section 12.21 G. The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
 - a. Minimum depth for trees shall be 42 inches.
 - b. Minimum depth for shrubs shall be 30 inches.
 - c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 - d. Minimum depth for an extensive green roof shall be three inches.

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

- a. 220 cubic feet for a tree 15 - 19 feet tall at maturity.
- b. 400 cubic feet for a tree 20 - 24 feet tall at maturity.
- c. 620 cubic feet for a medium tree or 25 - 29 feet tall at maturity.
- d. 900 cubic feet for a large tree or 30 - 34 feet tall at maturity.

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

16. **Street Trees.** Per Exhibit A, two existing magnolia trees located on Selma Avenue shall be retained, and eight new street trees shall be provided, to the satisfaction of the Urban Forestry Division, Bureau of Public Works. 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.

17. **Open Space.** Common and Private Open Space shall conform to the requirements of the LAMC Section 12.21 G. Common Open Space shall include amenities such as an outdoor swimming pool, spa, barbecue area, fitness center, and lounge areas.
18. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
19. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen by adjacent residential properties, from the public right-of-way, nor from above.
20. **Trash/Storage.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way, in substantial conformance with Exhibit A. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times. Trash/recycling containers shall be locked when not in use.

Environmental Conditions

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

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

23. **Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

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

24. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (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), 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 Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
- The Applicant shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and 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.

25. **Archaeological Resource Inadvertent Discovery.** In the event that any subsurface archaeological resources are encountered unexpectedly at the project site during construction or the course of any ground disturbing activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified archaeologist to implement the following procedures associated with the inadvertent discovery of archaeological resources:

- The applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) to prepare a treatment and disposition plan for any discovered archaeological resource.

The qualified archaeologist shall retain an archaeological monitor who shall be present during further ground disturbing activities on the project site, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site.

- A 50-foot buffer around any find shall be established, subject to modification by the qualified archaeologist, within which construction activities shall not be allowed to continue around the find until work is allowed to resume in accordance with the treatment and disposition plan. Ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated as part of a treatment and disposition plan. Work shall be allowed to continue outside of the buffer area.
- All archaeological resources unearthed by project development activities shall be evaluated by the qualified archaeologist. If a resource is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes. If the inadvertent discovery identifies a tribal cultural resource, the applicant shall comply with the inadvertent discovery condition for tribal cultural resources.
- The frequency of required archaeological monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist. Prior to any further ground disturbing activities on the project site, Archaeological Sensitivity Training shall be given for applicable construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

- All artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.
- The treatment and disposition plan shall be submitted to the City prior to any further ground disturbing activities continue within the buffer area. Recommendations contained therein shall be implemented throughout any further ground disturbance activities.

Administrative Conditions

26. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
27. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
28. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
29. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
30. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

31. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
32. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
33. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**
Applicant shall do all of the following:
 - i. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - ii. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
 - iii. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - iv. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - v. If the City determines it necessary to protect the City's interests, 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.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides:

“A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code.”

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$2,500 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

NOTICE

The applicant is further advised that subsequent contact regarding this determination must be with the Development Services Center. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, the statements made at the public hearing on August 30, 2023, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the request for a Zone Variance pursuant to the authority of Charter Section 562 and LAMC Section 12.27 for off-site parking by lease in lieu of covenant for the existing commercial uses during construction of the Project is deemed not necessary as California Government Code Section 65863.2 (AB 2097) applies to the Project. The State law prohibits the City from implementing or enforcing any minimum automobile parking requirements on any residential, commercial, or other development project that is within one-half mile of a major transit stop, with minor exceptions not applicable to this Project. As the City cannot enforce a minimum parking requirement for the Project, any parking to be provided by the applicant is voluntary. Therefore, no off-site parking restrictions for parking shall apply, and any volunteered commercial parking for the existing tenants may be provided at an off-site location through lease in lieu of covenant at the applicant's discretion. As such, the Zone Variance request for off-site parking is dismissed.

In addition, I find that prerequisites for granting a Transit-Oriented Communities Compliance Review and Site Plan Review pursuant to the authority of LAMC Sections 12.22 A.31 and 16.05 have been established by the following facts:

BACKGROUND

The Project Site is located at 1520-1542 North Cahuenga Boulevard, 1523-149 North Ivar Avenue and 6350 West Selma Avenue, within a highly developed urban neighborhood in the Hollywood Community Plan area. The site is comprised of relatively flat parcels totaling 67,581 square feet in size. The Project Site is located within the boundaries of the Hollywood Redevelopment Plan (ZI-2488), a Tier 3 Transit Oriented Communities (TOC) area, a Transit Priority Area (ZI-2454), Los Angeles State Enterprise Zone (ZI-2374), the Los Angeles Promise Zone, the Hollywood Entertainment District Business Improvement District; and is subject to Assembly Bill (AB) 2097. The Project Site is subject to a "D" Development Limitation (per Ordinance No. 165,660), which limits the Floor Area Ratio (FAR) to 3:1. The "SN" designation indicates that the southern and western portions of the Project Site are located within the Hollywood Signage Supplemental Use District (HSSUD).

The Project Site is currently developed with six, one- and two-story structures that contain retail, restaurant, and service uses located generally within the southern and western portions of the Project Site, and a surface parking lot containing 84 parking spaces located within the northeast portion of the Project Site. Pedestrian access to the existing commercial uses is provided along Ivar Avenue, Cahuenga Boulevard, and Selma Avenue. The Project Site contains minimal ornamental landscaping and hardscape features. Street trees and trees within the Development Area consist of various non-protected species, including two olive trees located within the existing surface parking area, and two magnolia trees located within the public right-of-way along Selma Avenue.

Project Description

The Artisan Hollywood Project (Project) proposes the construction, use, and maintenance of a new 267,168-square-foot, 25-story high-rise building that would include 260 multi-family residential units (including 26 units restricted for Extremely Low Income [ELI] households) and 6,790 square feet of ground floor commercial space on a portion of a 1.5-acre Site. The Project's proposed uses would be supported by 320 vehicle parking spaces within four subterranean parking levels and two above-grade parking levels, as well as 166 bicycle parking spaces. The Project would also include open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping.

To accommodate the development of the Project, the existing surface parking area and ornamental landscaping located within the Development Area would be removed. The Project would retain six existing commercial buildings on the Project Site that have a combined floor area of 33,828 square feet and would retain the two existing magnolia street trees located along Selma Avenue. When including the existing buildings to be retained, the Project would result in 300,996 square feet of floor area on a 66,896 square foot site (post-dedication) with a maximum FAR of up to 4.5:1, and the addition of approximately eight new street trees.

Pursuant to the City's adopted TOC Guidelines and LAMC Section 12.22 A.31, in exchange for setting aside 10 percent of the total number of dwelling units for Extremely Low Income (ELI) Households, the Project is eligible for the Base Incentives (Density, FAR, and Automobile Parking) and two Additional Incentives; however, the Project is only requesting one Additional Incentive.

Regarding density, the project will develop the site with 260 dwelling units, which is less than the existing by-right maximum permitted density of 334 dwelling units.

Regarding FAR, the Project Site is currently subject to a "D" Limitation that permits a maximum 3:1 FAR, equivalent to a total floor area of 200,688 square feet for the 66,896 square-foot Project Site (following dedications). Further, the Project is located within the Hollywood Redevelopment Plan area, which limited the FAR to 4.5:1 for all development with a Regional Center land use designation. In conformance with the TOC Guidelines, the Project may utilize a 50 percent FAR increase, allowing a total 4.5:1 FAR for the Project Site, equivalent to a total floor area of 301,032 square feet. The Project's total proposed floor area, including the existing commercial buildings to be retained, is 300,996 square feet, which complies with the proposed FAR limit, and is consistent with the Hollywood Redevelopment Plan.

Regarding parking, a total of 483 parking spaces would be required for the Project under standard LAMC parking provisions; however, the Tier 3 TOC Base Parking Incentive allows residential parking to be reduced to a minimum of 0.5 space per dwelling unit (or a minimum of 135 spaces) and a 30-percent reduction in commercial parking (or a minimum of 57 spaces). However, the TOC parking incentive will not be utilized, as more recent State law supersedes these regulations. California Government Code Section 65863.2 (AB 2097) applies to the Project, which prohibits the City from implementing or enforcing any minimum automobile parking requirements on any residential, commercial, or other development project that is within one-half mile of a major transit stop. Therefore, no vehicle parking minimums are required for this Project. Nonetheless, the Project will voluntarily provide 262 residential parking spaces and 58 commercial parking spaces (for a total of 320 spaces). Replacement parking for the retained commercial buildings will be provided within the Project's newly constructed subterranean and above-grade parking levels. However, during construction of the Project, the parking spaces for these existing commercial buildings will be displaced.

Pursuant to LAMC Sections 12.21 A.4(g) and 12.26 E.5, *required* parking spaces are to be located on the same lot or a lot within 750 feet, and to be secured via covenant. As the development of the Project will remove the entirety of the existing surface parking areas on the Project Site, it will not be possible to maintain on-site parking spaces for the existing buildings during construction. Given the limited duration of the Project's construction (approximately 27 months), the Applicant requested a Zone Variance to provide temporary off-site parking spaces for the Project Site's retained commercial buildings by lease in lieu of a covenant. However, as more recent State law now applies to the project, the City is prohibited from imposing any minimum parking requirements. Therefore, there is no parking requirement for the site, and therefore LAMC Sections 12.21. A.4(g) and 12.26 E.5 no longer apply to the project.

In addition to the Base Incentives, the Project includes the request for one Additional Incentive to permit the utilization of RAS3 Zone side yard setback requirements for a project in a commercial zone, thereby permitting minimum five-foot side yard setbacks for the first residential story. Pursuant to a Zoning Administrator's Interpretation under Case No. ZA-2004-7115-ZAI, required parking and other ancillary facilities for residential units located at the ground floor facilities of a mixed-use building shall not be considered a residential use for purposes of determining yard setback requirements. The first story developed with residential uses for this Project is on Level 2; however, Levels 2 and 3 do not contain any residential units and are instead occupied by residential amenities. As ground floor facilities including residential parking and amenities are located in the Project's proposed podium Levels 1-3, no setbacks are required for the first three levels. The first residential story containing residential units is located on Level 4, and complies with the RAS3 setbacks as required by LAMC Section 12.10.5 C.

Streets and Circulation

The Project Site is located approximately 0.3 miles southwest of the Los Angeles Metropolitan Transportation Authority's (Metro) subway station at Hollywood Boulevard and Vine Street. Regional access to the area of the Project Site is provided by the Hollywood Freeway (I-101). Local access to the Project Site is provided via Hollywood Boulevard from the north, Sunset Boulevard to the south, Cahuenga Boulevard and Ivar Avenue.

Ivar Avenue is designated as a standard Local Street in the Mobility Plan and dedicated to a right-of-way width of 70 feet along the Project Site frontage. It is located east of the Project Site and provides two travel lanes, one lane in each direction. Two-hour metered parking is available on both sides of the street.

Cahuenga Boulevard is designated as a Modified Avenue II and dedicated to a varying right-of-way width along the Project Site frontage, ranging from 80.5 feet to 75 feet. It is located to the west of the Project Site, and runs in the north-south direction. Cahuenga Boulevard provides two lanes in each direction and left-turn lanes at most intersections. Two-hour metered parking is available on both sides of the street. Cahuenga Boulevard is part of the Neighborhood Enhanced Network and Pedestrian Enhanced District.

Selma Avenue is designated as a standard Local Street that runs in the east-west direction. It is dedicated to a right-of-way width of 60 feet along the Project Site frontage. It is located north of the Project Site and provides two lanes, one lane in each direction. Bicycle routes are also provided along both sides of the street. Two-hour metered parking is generally available on both sides of the street. Selma Avenue is part of the Neighborhood Enhanced Network.

Sunset Boulevard is designated as an Avenue I and dedicated with a 100-foot right-of-way width that runs in the east-west direction. It is located south of the Project Site with three lanes in each direction. Left-turn lanes are available at most intersections. Two-hour metered parking with peak hour restrictions is generally available on both sides of the street. Sunset Boulevard is part of the Pedestrian and Bicycle Lane Networks.

Adjacent Uses

The area is characterized by a mix of uses within a range of building types, including low-rise to high-rise buildings with commercial/retail uses (including tourist and entertainment-related uses), offices, hotels, educational institutions, and single-family and multi-family residences. High-density, mid- to high-rise commercial, office, and multi-family residential uses are located along Vine Street, Cahuenga Boulevard, Hollywood Boulevard, and Sunset Boulevard, generally transitioning to lower density multi- and single-family neighborhoods to the north of the Hollywood (US 101) Freeway.

Land uses immediately surrounding the Project Site include the following:

North: A mix of low-rise commercial and mid-rise residential uses are located to the north, including a multi-family apartment building, located to the northeast across Ivar Avenue and Selma Avenue, and a museum, a café, the Sound Factory recording studios, and Ivar Theatre located directly north across Selma Avenue.

East: The Los Angeles Film School is located to the southeast across Ivar Avenue, with their two-story parking structure directly across from the Project's Ivar Avenue frontage.

South: A low-rise commercial building formerly used as a recording studio, and currently a restaurant, is located adjacent to the Project Site to the south, as well as a fast-food restaurant with a drive through and surface parking.

West: A single-story commercial corner property directly adjacent to the Project Site is currently occupied with a number of restaurants and associated surface parking. A range of commercial uses in low to mid-rise buildings are located further west across Cahuenga Boulevard, including film production and sound stage uses. A seven-story hotel, approved by Case No. DIR-2014-4657-SPR, is currently under construction at 1525 North Cahuenga Boulevard.

Concurrent Cases:

VTT-82764: In conjunction with Case No. ZA-2019-5590-ZV-TOC-SPR, a Vesting Tentative Tract Map for the merger and re-subdivision of the 67,581 square-foot site into one ground lot and for commercial condominium units was considered at a joint public hearing on August 30, 2023.

Previous zoning related actions on the site include:

ZA-2015-2489-CUB: On November 13, 2015, the Zoning Administrator approved a Conditional Use to permit the sale and dispensing of beer and wine for on-site consumption with a 2,340 square foot restaurant in the C4-2D-SN Zone located at 1542 North Cahuenga Boulevard.

ZA-2016-3062-CUB: On April 24, 2017, the Zoning Administrator approved a Conditional Use Permit to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with an existing 1,982

square-foot restaurant with 54 interior seats and 560 square feet outdoor patio with 12 exterior seats featuring live entertainment in the C4-2D-SN Zone, located at 1520 North Cahuenga Boulevard.

TT-63239: On February 22, 2006, the Advisory Agency approved Tentative Tract 63239, composed of one lot for a maximum 32 residential condominium units and one commercial condominium unit in the C4-2D-SN Zone, located at 1538-1542 Cahuenga Boulevard. However, the tract map was not recorded, and the project did not proceed.

Previous zoning related actions within 500 feet of the subject site include:

ZA-2013-3504-ZV-PA1: On February 26, 2021, the Zoning Administrator dismissed a Plan Approval to modify the grant and Condition No. 7 to approve a total floor area of 93,803 square feet rather than the 79,367 square feet originally granted, in lieu of the otherwise permitted 73,045 square feet in "Q" Condition No. 1 of Ordinance No. 180,381; dismissed a Plan Approval to modify the grant to approve a total commercial floor area of 6,031 square feet rather than the 4,581 square feet originally granted, in lieu of the originally approved 17,045 square feet; dismissed a Plan Approval to modify Condition No. 7 to recognize a new total lot area of 16,173 square feet in lieu of 13,923 square feet originally cited; and approved a Plan Approval to modify Condition No. 7 to allow automobile parking spaces to be provided off-site by lease agreement in lieu of covenant and agreement. The decision was appealed under case ZA-2013-3504-ZV-PA1-1A. On August 24, 2021, the Central Los Angeles Area Planning Commission denied the appeal and sustained the Zoning Administrator's determination for the property located at 6415-6419 West Selma Avenue. The related CEQA clearance was subsequently appealed to City Council. City Council has not yet acted on the appeal.

CPC-2020-1929-HD-MCUP-SPR-SPP: On December 6, 2022, the City Council denied an appeal, sustained the determination of the City Planning Commission to approve a Main Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption in conjunction with three restaurants, a Project Permit Compliance Review for signage in the Hollywood Signage Supplemental Use District, and a Site Plan Review for a development that results in an increase of 50,000 square feet or more of non-residential floor area. The City Council also approved a Zone Change and Height District Change from C4-2D-SN, C4-2D, and C2-1XL to (T)(Q)C4-2D, and (T)(Q)C2-2D, all for the demolition of three existing commercial buildings comprising approximately 26,261 square feet of office and retail uses and associated surface parking lot for the construction, use and maintenance of a 15-story commercial building with a total floor area of 443,418 square feet consisting of 431,032 square feet of office space and 14,186 square feet of restaurant space in the C4-2D-SN and C4-2D Zones, located at 6450 West Sunset Boulevard.

ZA-2019-1326-CUB-ZV: On April 9, 2020, the Zoning Administrator approved a Conditional Use to permit the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant/bar in

the C4-2D-SN Zone; and, a Variance to allow parking to continue to be provided within 750 feet of the establishment by lease in lieu of by recorded covenant for a project located at 1601-1607 North Cahuenga Boulevard, 6405-6407 West Selma Avenue.

ZA-2016-4690-CUB-ZV: On March 13, 2019, the Zoning Administrator approved a Conditional Use to allow the sales and dispensing of a full-line of alcoholic beverages for on-site consumption and off-site delivery sales of beer and wine in conjunction with the continued operation and maintenance of an existing restaurant; a Conditional Use to allow the operation of an existing restaurant in a mini-shopping center for 24 hours, daily, and a Zone Variance to allow parking to be provided within 750 feet of the establishment by lease in lieu of by recorded covenant located at 1608 North Cahuenga Boulevard.

ZA-2016-498-CUB-ZV: On June 16, 2016, the Zoning Administrator approved a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant in the C4-2D-SN Zone, and Variance to permit up to 20 required parking spaces to be provided off-site via lease in lieu of a covenant and agreement, for a project located at 1611-1615 Cahuenga Boulevard.

DIR-2014-4657-SPR: On August 5, 2015, the Director of Planning approved a Site Plan Review for the construction, use, and maintenance of a new seven-story hotel consisting of 64 guestrooms, a 1,200 square-foot ground-floor guest lounge, 3,300 square-foot ground-floor restaurant, and a 700 square-foot rooftop restaurant in the C4-2D-SN Zone, for a project located at 1523-1529 North Cahuenga Boulevard.

ZA-2013-3504-ZV: On April 4, 2014, the Zoning Administrator approved a Variance from "Q" Condition 1 of Ordinance No. 180,381 to allow 182 hotel rooms in lieu of 120 hotel rooms; 79,376 square feet of floor area in lieu of 73,814 square feet; and 4,581 square feet of commercial space in lieu of 17,045 square feet; a Variance from "Q" Condition No. 3 to allow a height of ten stories or 125 feet in lieu of nine stories or 125 feet; a Variance from "Q" Condition No. 4 to allow a maximum FAR of 5.8:1 in lieu of FAR of 5.3:1; a Variance from "Q" Condition No. 7 to introduce bicycle parking per Ordinance 182,386 in conjunction with a reduction in the number of required parking spaces; a Variance from Section 12.26-E,5 to allow off-site parking by lease in lieu of a recorded covenant; and a Variance from applicable design guidelines for the design of parking facilities to permit a driveway between the points of curvature on a curb return having a radius of less than 20 feet, for a project located at 6415-6419 West Selma Avenue. On May 9, 2014, the Zoning Administrator issued a Correction Letter, correcting Condition No. 8 of the grant.

ZA-2012-3049-CUB-ZV: On October 22, 2013, the Zoning Administrator approved a Conditional Use Permit authorizing the sale and dispensing of a full line of alcoholic beverages for on-site consumption within a 3,400 square foot restaurant; and a Variance granting up to 40 off-site parking spaces through a lease in lieu of recorded covenant, for a project located at 1623-1623½ North Cahuenga Boulevard.

PUBLIC HEARING

A Notice of Public Hearing was sent to property owners and occupants within a 500-foot radius of the subject site regarding the proposed Project and requested entitlements. The purpose of the hearing was to obtain testimony from affected and interested persons regarding the Project. All interested persons were invited to attend the public hearing where they could listen, ask questions or present testimony regarding the Project. Interested parties were also invited to submit written comments prior to the public hearing. A joint hearing with the Deputy Advisory Agency for related Case No. VTT-82764 was held on Wednesday, August 30, 2023, at approximately 9:30 a.m. The hearing was conducted entirely telephonically.

The Applicant's Representative made the following comments:

Todd Nelson with Rand, Paster and Nelson shared a presentation, providing a overview of the Project Site and project parameters, in addition to the following:

- The Applicant is amenable to the dismissal of the Zone Variance request.
- The project will be replacing a surface parking lot with new active ground level uses and a range of residential units above.
- There will be no loss of residential units or displacement and the project will provide 10 new restricted affordable units at the Extremely Low Income level.
- The project went through extensive design review including City departments and stakeholders. Design revisions have been incorporated.
- The Central Neighborhood Council as well as the Hollywood Chamber of Commerce also reviewed the project.
- Pleased to have the support of the Neighborhood Council as well as the Chamber and the LA/Orange County Building Trades Council.

In addition, Olivier Sommalier, with Gensler, discussed the project's design and architecture, including discussion of their design strategy, aesthetics, and materials that were taken from surrounding developments, as well as a walkthrough of the project's floor plan, circulation, amenities, and landscaping.

Jack Chiang, the Associate Zoning Administrator (AZA), stated he understood the request for dismissal of the request for a Zone Variance for parking but requested elaboration regarding the parking quantities and separation between commercial and residential parking proposed. The AZA also asked for additional information regarding the amenity deck if the deck is 100 percent residential use or includes a commercial component, and street trees planting.

Todd Nelson, the Applicant's Representative, responded that parking will be in excess of the TOC parking requirements, both for the existing and proposed uses, to be contained in the four subterranean and two above ground levels. The excess parking was designated for residential uses, not commercial uses, which would be separately identified. Mr. Nelson further clarified that the roof deck would be reserved for the residents, and not open to the commercial uses. Lastly, Mr. Nelson described the landscaping that is proposed for the Project including the street trees and the streetscape.

Public Testimony:

Elvina Beck, President of the Central Hollywood Neighborhood Council:

- The Neighborhood Council voted to support the Project.
- They appreciate that it preserves the existing commercial uses and existing older housing in the neighborhood, while filling in a surface parking lot and providing affordable housing.

Steve Nippon, President and CEO of the Hollywood Chamber of Commerce:

- They support the Project on behalf of the Chamber membership.
- Mixed-use development would bring much needed housing including ELI units.
- They appreciate that existing commercial retail along Cahuenga Boulevard is being retained.
- They appreciate the design is in keeping with the neighborhood.
- Pleased that Applicant was responsive to their feedback to work with the Farmers Market so that their impacts would be minimized during construction.

Ryan Lawrence:

- Supports the Project.
- Pointed out the Project replaces a surface parking lot with needed housing and makes the area safer by activation.

Kitty Gordio, Executive Director, Police Activities League:

- The League provides officer-lead enrichment and sports activities to underserved youth in the Hollywood area.
- Supports the Project.
- It will bring housing, activate the neighborhood and bring jobs, all great things for the neighborhood.
- The owners, Artisan, have been great partners with local PAL and local non-profits.

George Bocanegra, a member of Southwest Mountain States Regional Council of Carpenters and a local resident:

- The Regional Council supports the Project.
- The developer has committed to work with contractors that will hire locally and utilize apprentices from a state certified training program.
- He personally supports the Project and believes that the Project will benefit the environment and local economy by practicing protocols that will protect worker health and safety and adequate environmental mitigation.
- Comments raised by their Draft EIR comment letter were adequately addressed in the Final EIR.

Elizabeth Bowman, on behalf of CLA, Sustainable LA Enterprises:

- Identified themselves as the nonprofit that operates the Farmers Market. The Project does impact the Farmers Market, potentially the layout and the footprint and location; however, the Applicants have been extremely communicative and accommodating and supportive of our operations, including letting us use their parking lot for the last few years for many events.
- L.A. really needs housing.
- They have been talking with CD 13 and others to find an alternative layout or location for the market and they are confident they will be able to do so.
- They do not wish to stand in the way of the Project.

Ann Marie Oden, on behalf of the LA and Orange County Building and Construction Trades Council:

- Supports the Project.
- The Project will be built with a Project labor agreement and bring good live long careers and needed jobs.
- It will be an economic driver and much needed housing including low income housing.
- The Project is well thought out and they strongly support the Project.

Camile O'Hana, Manager of the Sound Factory:

- The studio world is very competitive, and artists have a lot of choice as to where they can go.
- They have big concerns regarding the noise pollution and how it effects the recording work that they do.
- As far as they understand, it is going to be extremely disruptive, and they don't see where there is a remedy to this where they will be able to continue to run a business while the Project is under construction.

Leo Mellace, Owner of Sound Factory:

- The project is 50 feet from their property.
- They employ hundreds of people that will be affected by this Project.
- The Artisan developers have not been communicative to him.
- The information in the EIR is not factual, it's faulty.
- They don't know how it will be remedied.
- The Project will put the studio out of business and they strongly oppose the Project.

Joe Erickson, Lead Consultant with RNS Acoustics:

- Reviewed the noise study included in the EIR and found that the noise study was appropriate for a normal CEQA project; however, the EIR underestimated the actual impact to a very noise sensitive business such as the Sound Factory.
- The study was based on an average sound level measurement, but transient noises could be significantly louder, and averages tend to de-emphasize the impact from low frequency sound.
- The EIR stated that there is a significant and unavoidable impact, so they concur with the Sound Factory that the noise and vibrations from this Project will be very disruptive to recording sessions at this studio.

Doug Haines:

- Wanted clarification regarding which ordinance or code section that allows the site for R5 uses. His understanding is that C4 allows 1 unit per 400 sq feet of lot area not R5.
- The ZA had requested information on the parking. His understanding is that all TOC projects require parking to be unbundled, so can that be clarified as well? His understanding is that a fee is charged on top of the rent for parking, and people just try to park on the street instead and we've had tremendous impacts from that and there is no street parking.
- It's not just this site that is being proposed, but the adjacent Jack in the Box site, Amoeba site and many other developments that are coming into central Hollywood, and because of that the cumulative impacts review is very inadequate, especially since this Project is on two local streets, and this needs to be assessed more.

- There is an unqualified TDM that supposedly relates to this that states that they'll try to get people not to have cars, which has never been proven and there's no way to assess it. It isn't a reality, it's a fantasy, and the impacts are known to everyone who tries to get their car through central Hollywood. Mornings and particularly between 4 and 8pm, the Cahuenga Pass is gridlocked.
- A TDM that just says people will not use cars is really unrealistic.
- There's no study that's even shown correlation whatsoever between access to public transportation and proximity to public transportation and actual use of it, particularly when you have luxury market rate units that this project will primarily contain.
- The Sound Factory is historical, and that was not noted in the EIR.
- Both construction and operational impacts are critical when you have the subterranean parking structure 50 feet from the chamber where they are recording; there will have impacts that cannot be mitigated and were not addressed.
- The Central Neighborhood Council did not do adequate outreach to the businesses impacted by this project and as a member of the Neighborhood Council system, particularly during this COVID period, the outreach has been very inadequate to let people know about what projects are going on and to assess how the public feels about these projects.

Rob Moreno, Engineer at the Sound Factory:

- Construction noise will majorly impact his ability to get a good recording.
- It will also affect many other engineers.

Staff Responses to Public Comments:

Erin Strelch, Planning Staff, clarified that the R5 density is allowed under the existing Regional Center land use designation and it's C4-2D zoning.

Applicant's Responses to Public Comments:

Todd Nelson stated that they wished the decision makers to know that the applicant has communicated and reached out extensively with the Sound Factory, have met with them prior and continue to offer to keep the lines of communication open, offering the Project's construction personnel attend meetings to share additional details regarding construction plans, types of equipment being used, in an effort to try and frame a discussion for understanding and identifying solutions. He stated that despite these efforts, they have not had a response from the Sound Factory.

Regarding the comments and study provided by RNS Acoustics, Mr. Nelson stated that a full response and consideration of the statements made in their study is contained in the Final EIR which has been published by the City, and was very helpful for their acoustic consultant, because it provided real time ambient noise measurements taken by the Sound Factory themselves, which they did not have. Mr. Nelson stated that the response in the Final EIR demonstrated that the projected noise levels from the Project's construction would not result in an appreciative change in the Sound Factory's studio environment, and that the full technical responses are in the Final EIR and in the administrative record before the decision makers. Mr. Nelson stated that the applicant will continue to reach out to the Sound Factory, to make themselves available to continue discussion, saying that they understand that the Project Site is in a dense part of

Hollywood, and that development is occurring on these streets which causes challenges for businesses. The Project will have a construction traffic management plan, the haul route will be subject to strict conditions of approval, and as mentioned in the Final EIR, all available and feasible wide-ranging forms of sound mitigation and sound and vibration mitigation have been incorporated into the Project.

Mr. Nelson concurred with staff regarding the R5 density question raised earlier but further clarified that the R5 density is permitted pursuant to LAMC Section 12.22 A.18. He mentioned that the project is providing parking in excess of that required by TOC, and that under AB 2097, the Project is not required to provide any parking. However, providing no parking would not be marketable; as such the Project does provide parking, exceeding the requirements and which he feels will adequately met the needs of residents.

Regarding traffic congestion and local streets, the Draft EIR contains a comprehensive traffic assessment that looks not only at CEQA impacts pertaining to hazardous conditions and Vehicle Miles Traveled (VMT); there is also a non-CEQA analysis that looks at queuing impacts and congestions impacts and determined that the project will not result in any such effects.

Responses to Deputy Advisory Agency Questions:

Jason McCrea, the Deputy Advisory Agency (DAA), asked about the concerns raised regarding the historic status of the Sound Factory. Staff responded that there was no impact to the Sound Factory in relation to historic status, either direct or indirectly, and although there was an identified significant noise impact in relation to construction noise, there is a Statement of Overriding Considerations for the project as part of the findings. Mr. Nelson added to this response by stating that the EIR included a detailed historic report and corresponding Historic Cultural Resource chapter that included analysis of both direct and indirect potential impacts to historic resources. The Sound Factory was identified as a proximate historic resource, and no direct or indirect impacts were identified either by a change of historic setting or by vibration or building damage, and there are also noise vibration controls in the mitigations as well.

The DAA asked for a clarification regarding a commenters question regarding the City's approach use of VMT and mitigation. Erin Strelch, Planning Staff, responded that the CEQA thresholds were changed recently, and vehicles miles traveled is now the threshold that we use to look at impacts. Recent State law determined that VMT is the appropriate analysis methodology and is approved by the Department of Transportation. The analysis demonstrated that the project's VMT was below the threshold.

This concluded the questions and clarifications regarding public comments.

At the end of the public hearing, the AZA stated that he had no additional questions, but would like to review the noise issues that were raised by commenters Doug Haines and the Sound Factory further with staff and see if the Final EIR has appropriately addressed the noise issue. Staff responded that detailed analysis and responses to the noise concerns are provided in the EIR and they can also be available to further discuss the analysis in detail.

The DAA took the related subdivision case under advisement. The AZA also took the ZA portion of the entitlements under advisement, and encouraged the submittal of public comments as soon as possible during the advisement period, in order for the Applicant to be able to respond and address those comments and those raised during the public hearing.

Communications From Interested Parties:

On August 29th, Staff received a letter via email from the Law Office of Mitchell M. Tsai on behalf of the Southwest Mountain States Regional Council of Carpenters, who expressed support for the Project, and stated that their concerns raised in their November 3, 2022, Draft EIR comment letter were adequately addressed in the Project's Final EIR and by additional voluntary environmental commitments made by the Project.

On September 14, 2023, Staff received a letter from Joe Erickson, Lead Acoustical Consultant for RNS Acoustics, with additional comments regarding the Draft EIR, noise and vibration. The letter acknowledged that a point by point response to their report submitted as part of comments to the Draft EIR by the Sound Factory was provided in the Final EIR, and noted that they do not take issue with the methodology of the CEQA EIR and noise analysis, which they agreed was common for major developments. In their professional opinion, however, the potential sound and vibration impacts from the project posed significant impacts to the Sound Factory. Mr. Erickson elaborated by stating that as a professional recording studio, the Sound Factory is particularly sensitive to intrusive noise, potentially more than a standard residential use, even though the studio is built to a much higher standard than most commercial buildings, and that the project would potentially generate transient and low frequency noises that are disruptive to recording sessions. Regarding FEIR comments, Mr. Erickson stated that they appeared to downplay the impact from truck traffic, neglected or downplayed concerns that heavy construction traffic will be staged on Selma Ave, and despite the proposed noise mitigation measures, appeared to downplay noise and vibration monitoring recommendations. Finally, he added that the project would have a historical impact on the music industry and to Hollywood by putting the Sound Factory out of business.

No other public comments regarding the project since distribution of the hearing notice.

Staff Response to Communications:

In response to the additional comments made by RNS Acoustics, Staff acknowledges the business concerns of the Sound Factory. Under the L.A. CEQA Thresholds Guide, recording studios are not defined as a noise-sensitive use. Nonetheless, the DEIR did include the two nearby recording studios, Goya Studios and the Sound Factory, in the Draft EIR noise analysis for informational purposes, and the Project's potential noise and vibration impacts upon these receptors were analyzed using standard and accepted methodology as acknowledged by the commenter and detailed in the EIR. The Sound Factory, located approximately 50 feet from the nearest Project Site boundary and the closest receptor location studied, was identified as one of the locations that would experience a substantial temporary increase in ambient noise levels due to construction

of the Project. Mitigation Measure NOI-MM-1 requires temporary and impermeable sound barriers to be erected along the northern property line of the Project Site between the construction areas and the Sound Factory during construction of the Project. Additionally, Mitigation Measure NOI-MM-1 requires documentation from a noise consultant (at plan check) to verify that the construction noise barrier would provide the specified minimum 15-dBA¹ noise reduction at the affected receptor, thereby ensuring effectiveness.

Noise measurements and estimates for receptor locations are for exteriors at the respective properties and do not estimate interior noise, which is the main concern of the Sound Studios, as it potentially affects the quality of recordings done inside their studios. RNS Acoustics makes this point by stating that recording studios may be even more sensitive to intrusive noise than a residential use for this concern. RNS Acoustics acknowledge the recording studio's higher building standards compared to regular commercial construction standards. In the RNS Acoustics DEIR comment letter, dated November 7, 2022, they stated that the Sound Factory building was designed and constructed with multiple sound isolation techniques to limit sound transfer from room to room, and from exterior to interior, including isolated interior walls and ceilings that are decoupled from the exterior structure, additional layers of gypsum board and plywood, thick insulation, sound-lock vestibules, floating floors in certain rooms, very quiet HVAC systems, and interior acoustical treatment.

According to their own analysis, the Sound Factory building provides an exterior-to-interior sound isolation of approximately 52 dBA. Thus, while the EIR estimated the construction-related noise levels at the exterior of Sound Factory would be 75 dBA (with implementation of mitigation measures), based on the above information, the noise levels at the interior of the Sound Factory during the Project's loudest construction phases would have a maximum noise level of 23 dBA (75 dBA minus 52 dBA), which would be consistent with the Sound Factory's existing measured interior ambient noise levels of 17–23 dBA, and would also be below the industry standard of 25 dBA for recording studios. Furthermore, the estimated maximum construction noise levels at the Sound Factory of 75 dBA (L_{max})² would be lower than measured maximum noise levels of 82.6 dBA L_{max} as reported by the RNS Acoustical Report (due to motorcycle pass by).

By these estimates, interior noise levels inside the Sound Factory during Project construction should not be significantly more disruptive than other regular daily urban occurrences such as vehicular traffic, which would also include the Project's off-site construction truck trips. Off-site construction noise impacts from haul trucks associated with the Project were properly analyzed using the current Caltrans standard computer noise model. The haul route was vetted and approved by the Department of Transportation and the Bureau of Street Services. Ingress to and egress from the construction site from Selma Avenue is the shortest and most direct haul route, limiting unnecessary turns and impacts to additional side streets like Ivar Avenue. An additional

¹ A-weighted decibels (dBA), typically applied to community noise measurements when assessing potential noise impacts, are measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies.

² L_{max} = the maximum, instantaneous noise level experienced during a given period of time.

consideration is that on-site construction noise analysis is based on a conservative assumption with all equipment (up to 25 pieces) operating near the affected receptors with the noisiest equipment located at the closest distance. However, for the majority of the time construction equipment would be operating at a further distance and with fewer pieces of equipment operating at a given time, which would result in a lower noise level at the receptor location.

Finally, regarding the potential for vibration damage to a historical resource, there are two thresholds to consider with construction vibration impacts – one from the potential for building damage and one with respect to human annoyance. The Project EIR vibration impacts analysis utilized standard methodology and accepted procedures and reference source levels as provided by the FTA. When considering a historical resource, the specific concern is building damage. The Sound Factory was identified in the EIR as the nearest off site historical resource (the Moonglow Records Building), and as indicated in Table IV.G 21 of the DEIR, the estimated vibration levels from the construction equipment would be well below the 0.12 PPV building damage significance criteria. The 0.12 PPV significance criteria applied for the Sound Factory is specifically for buildings that are considered extremely susceptible to vibration damage (applicable to the historic structures), and much more sensitive than the 0.3 PPV significance criteria for engineered timber and masonry buildings or 0.5 PPV for engineered concrete and masonry buildings. Therefore, there would be no significant impact to the historic building occupied by the Sound Factory related to building damage due to construction vibration.

The Sound Factory location was identified in the EIR as a location that would experience vibration levels from heavy construction equipment exceeding a 65 VdB significance threshold in relation to human annoyance. Per FTA guidance, the significance criteria for human annoyance is 72 VdB for residential, hotel, and theater uses and 65 VdB for recording studios, and as indicated in Table IV.G 22 of the Draft EIR, the estimated ground-borne vibration levels at the Sound Factory location would exceed the 65-VdB significance criteria during the demolition and grading/excavation phases with large construction equipment (i.e., large bulldozer, caisson drilling and loaded trucks) operating within 140 feet of receptor location R7.

There are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from both on-site and off-site construction associated with human annoyance at the Sound Factory recording studio. However, impacts would be temporarily limited to when heavy construction equipment are operating within 140 feet of the Sound Factory building (i.e., operating within the northernmost one-third of the Project Site).

It should also be noted in relation to specific concerns raised regarding transient or low-frequency noise sources during construction, as provided in the FEIR (Response to Comment 5-9), noise analysis in terms of both hourly equivalent levels (Leq) and instantaneous maximum sound levels (Lmax), representing the short term transient sounds, were evaluated for the interior of the Sound Factory; and the overall A-weighted sound level (dBA) used in the DEIR's noise analysis was inclusive of low-frequency sounds. In addition, impact pile driving methods would not be used during construction of the Project, in accordance with Project Design Feature NOI-PDF-3.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program. The measure required that the Department adopt a set of TOC Guidelines, which establishes incentives for residential and mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

Per the Transit Oriented Communities Referral Form, PAR-2019-3660-TOC, dated September 17, 2019, the Project Site is located within 750 to 1,500 feet of Los Angeles County Metropolitan Transportation Authority Metro Red Line Hollywood/Vine Station. As such, the Project is eligible for Tier 3 TOC Affordable Housing Incentives. Pursuant to the TOC Guidelines, the Project is eligible for Base Incentives and up to two Additional Incentives for setting aside 10 percent (26 units) of the base 260 units for Extremely Low Income households. One Additional Incentive to utilize RAS3 residential side yards has been requested by the Applicant.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law). Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines

"equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA) through Senate Bill (SB) 330 (2019). SB 330 created new statewide rules regarding the production, preservation and planning for housing. The HCA establishes a statewide temporary housing emergency and has been in effect since January 1, 2020. Subsequently, on September 16, 2021, the Governor signed into law SB 8 (2021), the first major clarification of the HCA. SB 8 is in effect as of January 1, 2022. SB 8 extended the term of the emergency period and expanded the provisions established by SB 330 onto Housing Development Projects consisting of a single residential unit and to projects that require no discretionary approvals. Furthermore, as amended by SB 8, a Protected Unit is required to be replaced in a Housing Development Project consisting of two or more units with a unit of equivalent size and include a right-of-first refusal and relocation assistance for lower-income occupants of a Protected Unit and a right to remain up to six months prior to the start of construction activities for all occupants. For the duration of the statewide housing emergency, the HCA, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed Housing Development Project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

Pursuant to the AB 2556 Determination made by the LAHD (previously known as the Los Angeles Housing and Community Investment Department) dated September 26, 2019, commercial buildings and a parking lot presently sit on the properties and there were no residential units built or demolished on the property within the last five years. AB 2556 does not apply to commercial buildings and commercial parking lots. As such, no AB 2556 replacement affordable units are required for the proposed Project. However, 26 units restricted to ELI Households are proposed through the TOC Affordable Housing Incentive Program. This is reflected in the Conditions of Approval. Refer to the TOC Affordable Housing Incentive Program Background section of this determination for additional information.

LAHD reviewed all of the existing units at the subject site and has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination (RUD), dated September 26, 2019, that no units are subject to replacement pursuant to requirements of the Housing Crisis Act of 2019 (SB 330). Given that this RUD was issued prior to SB 8 taking effect in 2022, Planning Staff reached out via email to LAHD staff to determine whether an updated RUD would be required. In an email dated September 7, 2023, LAHD staff confirmed that no replacement units would be required pursuant the provisions of SB 8, as the Project Site has no on-site residential units; therefore, an updated RUD would not be required and the original determination under the September 26, 2019 RUD would remain in effect. The Project would still be required to comply with all applicable regulations set forth by LAHD. As such, the Project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

TOC AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible TOC Housing Development, a project must meet the Eligibility Criteria set forth in Section IV of the TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
 - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
 - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
 - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
 - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The Project Site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the Project is required to reserve a total of 26 on-site dwelling units for ELI Households, which is 10 percent of the 260 total dwelling units. As such, the Project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). Per the Transit Oriented Communities Referral Form, PAR-2019-3660-TOC, dated September 17, 2019, the Project Site is located within 750 to 1,500 feet of Los Angeles County Metropolitan Transportation Authority Metro B Line (Red Line) Hollywood/Vine Station. Therefore, the Project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department (LAHD) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the Replacement Unit Determination made by LAHD dated September 26, 2019, and subsequent email to Planning Staff on September 7, 2023, the provisions of SB 8 and AB 2556 do not apply to the commercial properties where no previous residential uses were found; therefore, no SB 8 and AB 2556 replacement affordable units are required. However, 26 units restricted to ELI Households are proposed through the TOC Affordable Housing Incentive Program project. Therefore, the Project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The Project is not seeking any additional requests for density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. Therefore, the Project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*

- a. *Two (2) Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

As an Eligible Housing Development, the Project is eligible to receive the Base Incentives listed in the TOC Guidelines. The Project may also be granted two (2) Additional Incentives for reserving at least seven percent of the base units for ELI Households. The Project is setting aside 26 units for ELI Households, which equates to 10 percent of the total 260 dwelling units. Base units are the maximum allowable density allowed by the zone, prior to any requests for increase in density provided by the Guidelines. The subject site is zoned C4-2D with a Regional Center land use designation, which allows a base density of 334 units, and is not seeking an increase in allowable residential density. The allowable FAR on the subject site is 3:1, and the Project seeks to utilize a Tier 3 eligible 50 percent increase in FAR for a 4.5:1 FAR. The Project is requesting one Additional Incentive to utilize the RAS3 Zone side yard setback requirement. As such, the Project meets the eligibility requirements for both Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The Project is not seeking additional incentives beyond the one Additional Incentive permitted by reserving at least seven percent of the base units for ELI Households. Therefore, the Project is not required to adhere to the labor standards required in LAMC Section 11.5.11 and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building crosses multiple lots; however, the lots are all located within Tier 3 of the TOC Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The Applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. Therefore, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The Project does not consist of 100 percent On-Site Restricted Affordable units, nor is it for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

TOC AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities (TOC) Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g). Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

1. **The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

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

The list of Additional Incentives in the TOC Guidelines was pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. The Base Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The Additional Incentive requested to utilize the RAS3 Zone side yard setbacks would result in building design or construction efficiencies that provide for affordable housing costs. As such, the Director will always arrive at the conclusion that the Additional Incentive is required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Yard/Setback. Utilizing the RAS3 yard setbacks required under LAMC Section 12.10.5 C expressed in the Menu of Incentives in the TOC Guidelines. It should be noted that due to the Project Site's irregular shape, a yard determination is being

requested as part of the Project's related Vesting Tentative Tract Map, which would designate Cahuenga Boulevard, Selma Avenue, and Ivar Avenue as front yards, and all other property lines as side yards (resulting in no rear yard).

The requested Additional Incentive will allow the Project to have side yard setbacks on the residential levels of the building reduced from 16 feet (as required by the underlying C4-2D Zone for a 25-story building) to five feet. Utilization of the RAS3 Zone side yard requirement increases the buildable area of the residential levels of the building so that units reserved for ELI Income Households can be constructed and the overall space dedicated to residential uses can be increased. This incentive supports the Applicant's decision to reserve 26 units for ELI Households and facilitates the creation of affordable housing units.

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

There is no evidence that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The findings to deny an incentive under State Law and the LAMC are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. The CEQA analysis for the Project determined that the Project would result in significant and unavoidable construction noise impacts, which are temporary in nature, and are not dependent on the side yard setback for the upper residential levels.

The Project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the Project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed Project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

3. **The incentives/waivers are contrary to state or federal law.**

There is no substantial evidence in the record that the proposed incentives/waivers are contrary to State or federal law.

SITE PLAN REVIEW FINDINGS

4. **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 is in conformance with the purposes, intent, and provisions of the City's General Plan and the Hollywood Community Plan, which designates the Project Site for Regional Center Commercial Plan land uses and lists C2, C4, P, PB, RAS3, and RAS4 as corresponding zones. The Commercial C4 Zone permits both commercial and multi-family residential uses, and the Project's uses, density, and development envelope are consistent with the Community Plan, the LAMC, and the City's adopted TOC Guidelines.

The Project specifically advances the following goals, objectives and policies of the Hollywood Community Plan (Land Use Element) as well as the Framework, Housing, and Open Space Elements of the Citywide General Plan:

Framework Element (Land Use Chapter)

The Framework Element's Land Use Chapter (Chapter Three) establishes general principles to encourage growth, increase land use intensity around transit nodes and to create a pedestrian-oriented environment while promoting an enhanced urban experience that provide for places of employment. The Project realizes these urban planning objectives at the Project Site.

The Project is consistent with the Framework Element's definition of Regional Centers as "focal points of regional commerce, identity and activity" that provide "housing with commercial uses...in concert with supporting services, recreational uses, open spaces and amenities." (Framework Element, Chapter 3). The Project is an example of transit-oriented development and its replacement of a surface parking lot with new ground-level commercial uses as well as a large number of new market-rate and affordable dwelling units would "induce considerable pedestrian activity" as called for by the Framework Element.

Specifically, the Project meets the following goals and objectives set forth in the Framework's Land Use section:

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.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

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

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

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.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

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.

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

Goal 3F: *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*

Objective 3.10: *“Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are comparable with adjacent land uses, and are developed to enhance urban lifestyles.”*

Policy 3.10.2: *Accommodate and encourage the development of multi-modal transportation centers, where appropriate.*

Policy 3.10.3: *Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented adjacent residential uses at the edges of the centers.*

Policy 3.10.4: *Provide for the development of public streetscape improvements, where appropriate.*

Policy 3.10.5: *Support the development of small parks incorporating pedestrian oriented plazas, benches, other streetscape amenities.*

Policy 3.10.6: *Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The Project proposes a mix of residential and commercial uses including 260 dwelling units and 6,790 square feet of neighborhood-serving restaurant and retail uses, in conjunction with retention of the existing 33,828 square feet of commercial uses on the Project Site, in direct proximity to regional transit service, as it is within approximately 1,000 feet of the Hollywood/Vine Metro B Line rail station. Thus, the Project fulfills the Framework goals by providing a physically balanced distribution of land uses with a combination of multi-family residential and commercial uses that provide jobs and contribute towards the City’s long-term fiscal and economic viability in a mixed-use center.

In addition, the Project’s C4-2D-SN and C4-2D zoning are consistent with the properties currently designated “Regional Center Commercial” located adjacent to and in the immediate vicinity of the Project Site. The Project is also consistent with the Framework Element’s call for development of compatible and appropriately scaled land uses within the City’s centers and neighborhoods. Several high-rise structures are located within the Project Site’s immediate vicinity, including high-rise office towers located at Cahuenga Boulevard and Sunset Boulevard, and Ivar Avenue and Hollywood Boulevard. These structures are similar in building form, type, and height as the Project. Densification of this part of Hollywood has been encouraged given its close proximity to public transit and major employers. The Project would fit within the existing neighborhood context and create opportunities

for reduced vehicular traffic with its proximity to the Metro B Line station as well as numerous employment and entertainment options. Thus, the Project Site is an appropriate candidate for the proposed high-rise development to responsibly accommodate future Hollywood growth in a manner that encourages walking, biking, and public transit usage.

Finally, the Project promotes the pedestrian experience and encourages walking and biking along the perimeter of the Project Site through building design and streetscape amenities, consistent with Framework Policy 3.10.2. The ground floor commercial uses would include floor-to-ceiling storefront glazing along Selma Avenue and Ivar Avenue, with entrances fronting the streets, including a gathering space at the commercial entry at Selma Avenue and Ivar Avenue. The pedestrian-scale lighting and visibility at the ground floor would improve the livability of the neighborhood at all hours. These elements, along with the Project's open space and recreational amenities for residents of the Project, enhance the urban lifestyle for both residents of the Project and the surrounding area, in furtherance of Framework Objective 3.10.

Economic Development Chapter

Goal 7B: *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.*

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

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.*

Objective 7.6: *Maintain a viable retail base in the city to address changing resident and business shopping needs.*

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 work force to both live and work in the City.*

The Project provides a mix of land uses that include 260 new multi-family residential dwelling units and 6,790 square feet of neighborhood-serving restaurant and retail uses, in conjunction with the retention of the existing 33,828 square feet of commercial uses. The commercial uses would retain existing jobs and meet the needs of local residents by providing new restaurants and/or retail uses and additional short-term and long-term employment opportunities.

A range of housing opportunities are proposed, including studio, one bedroom, two bedroom, and three-bedroom units, with 26 of the units designated for ELI Households. These units will be located in one of the City's main employment centers in close proximity to public transit and a variety of local services, which will reduce the jobs/housing imbalance and encourage residents to live closer to their place of employment. Bicycle amenities, public transit promotion and streetscape improvements will further accommodate the population growth while reducing traffic impacts.

Housing Element

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

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

Housing Goal 1: *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs*

Housing Element Objective 1.2: *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

Housing Element Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Housing Element Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.

Housing Element Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Development of the Project would further a key Housing Element goal of reducing the existing jobs/housing imbalance by allowing increased residential density at the Project Site. The proposed approvals enable development of the Project's 260 dwelling units, with a balanced unit mix including a number of more affordable studio and one-bedroom units as well as two and three-bedroom units for larger families. The Project also includes 10 percent of the units (26 units) for ELI Households. Concentrating new housing in proximity to one of the City's main employment centers would improve the local jobs/housing relationship and promote reduced VMT and greenhouse gas emissions generated from mobile sources. The Project's R5 density (allowed pursuant to LAMC Section 12.22 A.18 for mixed-use projects with Regional Center land use designation and C4-2D zoning) is appropriate at this location, and consistent with Housing Element objectives, given the Project Site's proximity to regional and localized public transit infrastructure. In addition, the Project would not displace any existing residents or residential communities, as the Project would redevelop an existing surface parking lot.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The City is currently engaged in an effort to update the Hollywood Community Plan to reflect current conditions and to manage expected future growth. The Project is consistent with the existing 1988 Community Plan objectives identified below.

Objective 1: To coordinate the development of Hollywood with other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry."

Objective 2: *To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.*

The Project appropriately coordinates Hollywood's development with other parts of the City of Los Angeles, while continuing to foster Hollywood as a major center of population, employment, and retail services. The proposed high-rise, mixed-use Project represents orderly development of the surrounding urban area, with 260 new housing units to accommodate residents and employees, directly proximate to transit and retail services.

The Project's proposed height and density at the southwestern corner of Selma Avenue and Ivar Avenue would accommodate a mixed-use project with ground floor commercial uses and pedestrian enhancements, which is in keeping with Hollywood's development as a population, employment, retail services, and entertainment center. Development of the Project with increased FAR pursuant to the City's adopted TOC Guidelines would also provide construction and retail/commercial jobs, as well as additional housing opportunities, consistent with overarching Community Plan objectives. Approval of the Project appropriately plans for growth in the Community Plan area beyond its 2010 projections by concentrating housing next to Hollywood's employment base, while also enabling residents to walk to a regional serving transit hub.

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

The Project includes development of 260 dwelling units in a variety of unit types to help respond to the need for housing in the Hollywood Community Plan area. Additional rental housing stock at the Project Site, permitted by the allowable R5 density, will help maintain housing costs while also enhancing Hollywood's vibrancy and desirability as a location to both live and work. In addition, the Project would not displace any existing residents or residential communities, as the Project would redevelop an existing surface parking lot.

The Project's density, height, and massing are appropriate at this location given its close proximity to the Hollywood Center – one of the City's key employment bases. Moreover, the Project Site is within approximately 1,000 feet of Metro's B Line (Red Line) station at Hollywood Boulevard and Vine Avenue – a regional transit hub providing convenient transport to both Downtown Los Angeles and the San Fernando Valley. Thus, concentrating residential density (with ancillary neighborhood-serving commercial uses) near major Metro stations and an employment center is consistent with Citywide efforts to reduce the jobs/housing imbalance and encourage multi-modal transportation use.

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

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

The Project would effectively allocate and distribute commercial lands for retail and restaurant uses on the ground floor, while providing residential uses above. The proposed development provides the retail/commercial uses anticipated by the Community Plan as well as much needed housing concentrated on Selma Avenue, a major pedestrian corridor.

The C4-2D zoning allows for development of a high-rise structure with ground floor commercial uses designed to provide an additional 6,790 square feet of neighborhood-serving restaurant and retail uses, in conjunction with the retention of the existing 33,828 square feet of commercial uses. Thus, the Project enables development of desirable commercial uses that provide not only useful local services but also retains existing desirable local retail uses that will be patronized by Project and local residents alike.

Objective 6: *To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.*

Public transportation servicing the general area includes the Metro B Line station at the corner of Hollywood Boulevard and Vine Avenue – located approximately 1,000 feet from the Project Site. The Hollywood and Vine Metro station serves as a regional transit hub, facilitating easy and convenient transit to the San Fernando Valley (i.e., North Hollywood) and Downtown Los Angeles. Local bus stops are also located in proximity to the Project Site.

The Project allows for new housing in close proximity to regional employment and transit. Allowing a high-rise development at this location promotes sound urban planning consistent with the 1988 Hollywood Community Plan, as well as future land use goals for development in the Hollywood area.

Hollywood Redevelopment Plan

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:

The Project Site is located within the boundaries of the Hollywood Redevelopment Plan area. The Site is currently developed with six, one- and two-story structures that contain retail, restaurant, and service uses located generally within the

southern and western portions of the Site, and a surface parking lot containing approximately 84 parking spaces located within the northeast portion of the Site. The Project is comprised of a new 267,168-square foot, 25-story high-rise building that would include 260 multi-family residential units (including 26 units restricted for ELI households) and 6,790 square feet of ground floor commercial space on a portion of the 1.5-acre site. Vehicle and bicycle parking spaces would be provided within four subterranean parking levels and two above-grade parking levels. The Project would also include open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping. The Project meets several redevelopment plan goals, including increasing housing, employment and business opportunities in the community, promoting a balanced community by providing housing and services, and promoting a positive image for Hollywood and improving the quality of the environment by replacing a surface parking lot with new construction providing housing, employment, and services for the community.

Goals 3, 9 and 10 of the Hollywood Redevelopment Plan, state the following:

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

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

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

The Project meets the above stated goals of the Redevelopment Plan by redeveloping an underutilized site for the construction of new housing, increasing housing supply and options. In addition, the Project is preserving existing and increasing commercial uses. The Project includes 26 units of covenanted affordable housing units set aside for Extremely Low Income Households. By providing a mixed-use building within a highly developed commercial area of Hollywood, the Project meets the required land use, design and density standards.

Open Space Element

Framework Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Framework Policy 6.4.8: *Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities. of the neighborhoods.*

Framework Policy 6.4.9: *Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and areas of public access in private joint development at transit station locations.*

The Project includes various recreational amenities for use by Project residents, as well as enhancements to the public and pedestrian realm. Varied open space would be provided throughout the Project, including a fitness center, recreational rooms, an amenity deck with private seating areas, an outdoor kitchen, pool/spa, and landscaping, and a rooftop deck with a splash pool, landscaping, and seating. Overall, the Project provides open space consistent with LAMC requirements.

The existing surface parking lot currently does not encourage pedestrian activity at or around the Project Site. The Project addresses this deficiency by enhancing the streetscape and providing all sidewalks over nine feet wide with existing and new street trees and the corner of the building at Selma Avenue and Ivar Avenue would be setback to provide increased visibility and a street-level gathering area. Both the commercial entry and the residential main lobby entry include landscaped areas to enhance and distinguish these entries. This intersection of Selma Avenue and Ivar Avenue is also the current location for the Hollywood Farmers Market, and as such these improvements would also enhance the setting and experience at this outdoor weekly market.

The Project generally conforms with the purpose, intent, and provisions of the General Plan, Hollywood Community Plan, Hollywood Signage Supplemental Use District (HSSUD) Overlay, and Hollywood Redevelopment Plan. The Project will provide mixed income housing within a regional center, in proximity to transit, with ground floor commercial spaces and amenities which activate the pedestrian realm, while preserving existing and active commercial uses on the Project Site. The design, uses, and other components of the Project conform with the various plans goals, policies and objectives of the plans for the area.

5. **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's arrangement of buildings, off-street parking facilities, loading areas, lighting, landscaping, trash collection is compatible with the existing and future development on adjacent properties and neighboring properties. The Project's use and scale is compatible with surrounding uses within this area of the Hollywood. The Project's mixed-use nature would blend well with the uses within the area. The Project's uses would include neighborhood-serving uses in the form of restaurants, which would activate the ground floor and contribute to the neighborhood's commercial activity. In addition, the Project would provide 260 new residential units, including 26 restricted affordable units, to the Hollywood area.

Height and Bulk

The proposed multi-family residential and commercial uses would be provided within one building that would be a 25-story, mixed-use structure located along the eastern portion of the Project Site where there is an existing surface parking lot. The ground level of the Project would include new commercial uses at the corner of Selma Avenue and Ivar Avenue, a residential lobby oriented toward Ivar Avenue, and an internal loading area with access provided via Ivar Avenue. The Project includes four levels of subterranean parking and two levels of parking above the ground floor. An amenity deck is proposed for the 4th level that would include outdoor and indoor amenities to serve the needs of residents. The proposed multi-family dwelling units, consisting of studio, one-bedroom, two-bedroom, and three-bedroom apartments, would be distributed from the 4th level up to the 24th story. The proposed building would reach a maximum height of 268 feet above grade level to the parapet, and 286 feet to the top of mechanical / penthouse projections.

The proposed mixed-use residential and commercial building has been designed to complement the surrounding neighborhood-defining brick building materials, including the existing single-story commercial uses on the western portion of the Project Site fronting Cahuenga Boulevard that are proposed to remain. Cantilevered balcony decks and horizontal overhangs would be integrated with other architectural elements, such as balcony railings and framing. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and add visual interest. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the building, including exterior brick, and metallic and glass balcony railings. Storefront surface materials would include glazing and integrated signage and lighting. Glass used in all building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare.

Setbacks

Due to the irregular shape of the Project Site, the following yard designations are proposed as part of the Project's related Vesting Tentative Tract Map: front yards along Ivar, Selma, and Cahuenga, and side yards along all other property lines.

Pursuant to LAMC Section 12.16, front yard setbacks are not required in the C4 Zone. Typical side yard setbacks in the C4 Zone are equivalent to the R4 Zone at the first residential level (i.e., five feet plus one foot for every story over two up to a maximum of 16 feet). However, pursuant to LAMC Section 12.22 A.31, the Project includes a request for a TOC Guidelines Additional Incentive to utilize the RAS3 Zone side yard setback standards, which pursuant to LAMC 12.10.5, allows for five-foot side yard setbacks for the first residential level. Pursuant to a Zoning Administrator's Interpretation under Case No. ZA-2004-7115-ZAI, required parking and other ancillary facilities for residential units located at the ground floor facilities of a mixed-use building shall not be considered a residential use for purposes of determining yard setback requirements. The first story developed with residential uses for this Project is on Level 2; however, Levels 2 and 3 do not contain any residential units and are instead occupied by residential amenities. As ground floor facilities including residential parking and amenities are located in the Project's proposed podium Levels 1-3, no setbacks are required for the first three levels. The first residential story containing residential units is located on Level 4, and complies with the RAS3 setbacks as required by LAMC Section 12.10.5 C.

Access, Parking, Trash Collection, and Loading

Vehicular access to the above-grade and subterranean parking levels as well as the interior loading and trash collection areas would be provided via two two-way driveways along Ivar Avenue. The primary driveway would also provide access to service/loading for the existing commercial buildings to be retained, which would be provided within the ground level of the new building. Pedestrian access would be provided at the corner of Selma Avenue and Ivar Avenue and on Selma Avenue for the commercial uses and at the main lobby on Ivar Avenue for the residential units. Short-term bicycle parking would be provided in two areas, one adjacent to the main lobby on Ivar Avenue and another at the northwest corner of the building on Selma Avenue. Long-term bicycle parking would be located within the first parking level above the ground level. In total, 158 bicycle parking spaces (143 long-term spaces and 15 short-term spaces) would be provided for the proposed residential uses and eight bicycle parking spaces (four long-term and four short-term) would be provided to support the commercial uses.

The proposed uses would be supported by parking spaces that would be distributed in two above-grade and four subterranean levels that would be developed as part of the new building. Vehicular access, parking, and loading for all new and existing uses are provided on site and contained within the new building, which is compatible with neighboring commercial development. The on-

site trash collection and storage areas are located within the fully enclosed building. The trash area is not visible from the public right-of-way. The Project has been conditioned to ensure that the trash and recycling containers are locked when not in use, are stored in a fully enclosed structure at all times and are located on-site and not visible for the public right-of-way.

Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities that would be available to Project residents and guests of residents, including a fitness center, recreational rooms, an amenity deck with private seating areas, an outdoor kitchen, pool/spa, and landscaping, and a rooftop deck with a splash pool, landscaping, and seating. Private open space would also be provided in the form of balconies and private patios. The Level 4 amenity deck landscaping would include approximately 60 trees that would be visible from the street and adjacent properties, while ground level landscaping would include planters along the building frontage on Ivar Avenue and at the building setback at the corner of Selma and Ivar Avenue. The surrounding sidewalks would be enhanced with eight new street trees in addition to the two existing street trees that would be retained.

To enhance the streetscape, all sidewalks would be over nine feet wide and enhanced with additional street trees, and the corner of the building at Selma Avenue and Ivar Avenue would be setback to provide increased visibility and a street-level gathering area. Both the commercial entry and the residential main lobby entry include landscaped areas to enhance and distinguish these entries. In addition, the amenity deck at the 4th level will include substantial landscaping that would be visible from the street and adjacent properties. The Project would meet the open space requirements set forth in the LAMC.

Further, as conditioned, all open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a Landscape Plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The Landscape Plan shall be in substantial conformance with the Landscape Plan stamped Exhibit A, dated August 8th, 2023.

Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage (discussed below), architectural features, and landscaping elements would also be incorporated throughout the Project Site. All lighting would comply with current energy standards and codes as well as design requirements while providing appropriate lighting levels. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light

trespass from the Project Site, reducing sky-glow while improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool decks, would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential areas. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All exterior and interior lighting would meet high energy efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. Light trespass from interior spaces would be limited by blinds and drapery.

Any signage would be designed to be aesthetically compatible with the proposed architecture of the Project Site and surrounding area and would comply with the relevant provisions of the LAMC and HSSUD, as applicable. In addition, signage that would be lit would not generate artificial light levels that would be out of character with the surrounding area. Signage would include identity signage, building and tenant signage, and general ground level and way-finding pedestrian signage. No billboards or other off-site advertising are proposed as part of the Project. The Project would also not include signage with flashing, mechanical, or strobe lights. In general, any new signage would be architecturally integrated into the design of the proposed building and would establish appropriate identification for the residential and commercial uses. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and HSSUD and as measured at the property line of the nearest residentially zoned property. No signage has been requested as part of the proposed Project.

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

The Project would provide a variety of open space and recreational amenities for Project residents and guests of residents, including a fitness center, recreational rooms, an amenity deck with private seating areas, an outdoor kitchen, pool/spa, and landscaping, and a rooftop deck with a splash pool, landscaping, and seating. Private open space would also be provided in the form of balconies and private patios. To enhance the streetscape, all sidewalks would be over nine feet wide and enhanced with additional street trees, and the corner of the building at Selma Avenue and Ivar Avenue would be setback to provide increased visibility and a street-level gathering area. Both the commercial entry and the residential main lobby entry include landscaped areas to enhance and distinguish each entry. In addition, the amenity deck at the 4th level will include substantial landscaping that would be visible from the street and adjacent properties. The Project would meet the open space requirements set forth in the LAMC. These on-site Project

amenities both improve the habitability of the units and reduce potential impacts on neighboring properties and community recreational facilities. In addition, as a mixed-use project, the development will also contain new restaurant and retail uses on-site for both new residents as well as the existing community.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of the Artisan Hollywood Project by preparing an Environmental Impact Report (EIR), Case No. ENV-2019-5591-EIR, SCH No. 2020110295. The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. pursuant to CEQA and the California Code of Regulations Title 14, Division 6, Chapter 3, the "CEQA Guidelines".

The Artisan Hollywood Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Artisan Hollywood Project (Project), 1520-1542 N. Cahuenga Blvd.; 6350 W. Selma Ave.; 1523-1549 N. Ivar Ave., Los Angeles, CA 90028 (Site or Project Site). The Project as analyzed in the EIR, involves development of a new 267,168-square foot, 25-story high-rise building on a portion of an approximately 1.5-acre site that would include 260 multi-family residential units (including 26 units restricted for ELI households) and 6,790 square feet of ground floor commercial space. The Project's proposed uses would be supported by vehicle parking spaces in four subterranean parking levels and two above-grade parking levels, as well as bicycle parking spaces. The Project would also include open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping. Construction of the Project would require an estimated maximum depth of excavation of 50 feet below grade, resulting in the export of up to 69,333 cubic yards of soil. The Project would retain six existing commercial buildings on the Project Site that have a combined floor area of 33,828 square feet. When including the existing buildings to be retained, the Project would result in 300,996 square feet of floor area on a 66,896 square foot site (post-dedication) with a maximum FAR of up to 4.5:1.

A Notice of Preparation (NOP) of a Draft EIR and Initial Study were circulated for a 30-day public comment period beginning on November 20, 2020, and ending on December 21, 2020. The Draft EIR was circulated for a 45-day public comment period beginning on September 22, 2022, and ending on November 7, 2022. A Notice of Availability (NOA) was distributed on September 22, 2022 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and could be accessed and reviewed by members of the public by appointment with the Planning Department. and the following local libraries: Los Angeles Central Library, Frances Howard Goldwyn Hollywood Regional Library, and Will & Ariel Durant Branch Library. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on September 26, 2022.

The Final EIR was then distributed on August 4, 2023. An Erratum to the Final EIR was completed on August 29, 2023. The Advisory Agency certified the EIR, including the Erratum, on September 15, 2023 (“Certified EIR”) in conjunction with the approval of VTT-82764. In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings, a Statement of Overriding Considerations, and a mitigation monitoring program. The Advisory Agency adopted the mitigation monitoring program in the EIR as a condition of approval. All mitigation measures in the previously adopted Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of ZA-2019-5590-ZV-TOC-SPR, to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during implementation of the Project.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

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

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

which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved Project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of 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 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, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the Project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

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

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents were made available at local public libraries. Consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents

or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday-Friday, 9:00 a.m. – 4:00 p.m.

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code.

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.org/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC
(213) 482-7077
201 North Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's [BuildLA](https://www.lacity.org/buildla) portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to Online Appeal Filing



QR Code to Forms for In-Person Appeal Filing



QR Code to BuildLA Appointment Portal for Condition Clearance

Inquiries regarding the matter shall be directed to Erin Strelch, City Planning Associate, at (213) 847-3626 or erin.strelch@lacity.org.

A handwritten signature in blue ink, appearing to read 'Jack Chiang', located below the contact information.

JACK CHIANG
Associate Zoning Administrator

JC:MZ:MN:JH:ES:ds

cc: Councilmember Hugo Soto-Martinez
Thirteenth District
Adjoining Property Owners
Interested Parties

ARTISAN VENTURES

2415 MAIN STREET
2nd FLOOR
SANTA MONICA, CA 90405
UNITED STATES
TEL# 310.315.4651

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

AGENCE TER
LANDSCAPE ARCHITECT

850 S. BROADWAY
SUITE #600
LOS ANGELES, CA 90014
UNITED STATES
TEL# 213.328.7489



ARTISAN HOLLYWOOD ENTITLEMENT SUBMITTAL

AUGUST 08, 2023

1520-1542 Cahuenga Blvd.,
6350 Selma Ave., and 1523-1549 Ivar Ave.
Los Angeles, CA 90068

EXHIBIT "A"
Page No. 27 of 27
Case No. 24-2019-5590 - EV-TOC-SPR

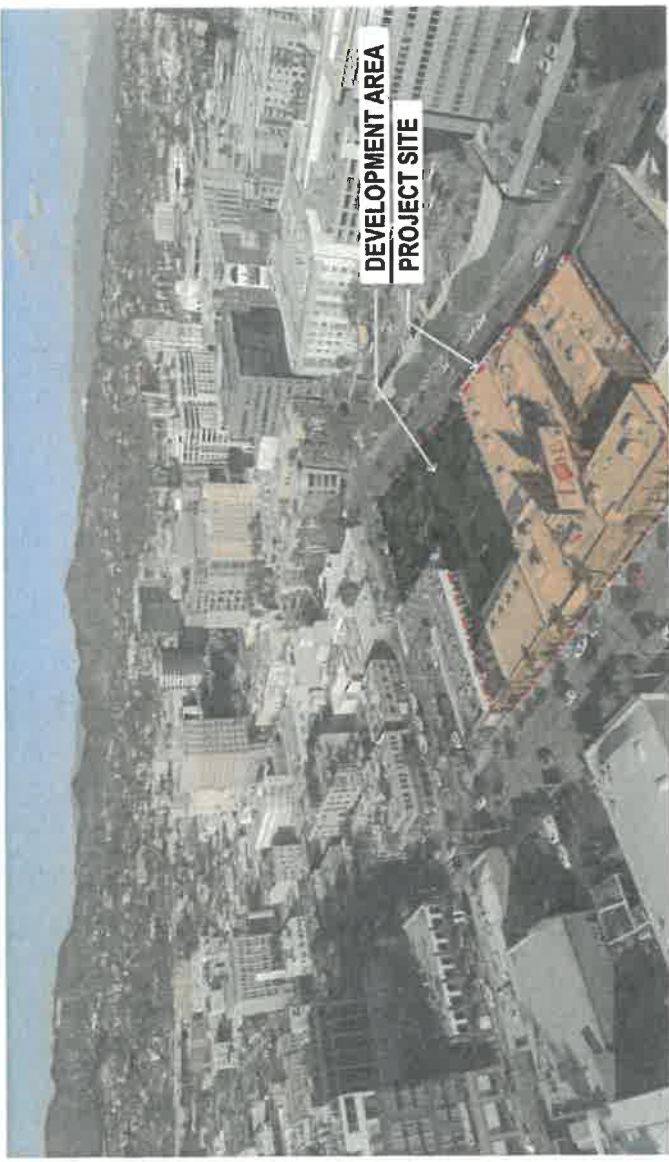
ARTISAN HOLLYWOOD
 1520-1542 Hollywood Blvd.
 8350 Santa Ave. and 1520-1540 Ivor Ave.
 Los Angeles, CA 90068

ARTISAN HOLLYWOOD
 3145 MAIN STREET
 2ND FLOOR
 HOLLYWOOD
 CALIFORNIA 90028
 UNITED STATES
 TEL 310.791.5461

Gensler
 500 South Flower Street
 Los Angeles, California 90071
 TEL 213.227.7600
 FAX 213.227.8801

Date Description

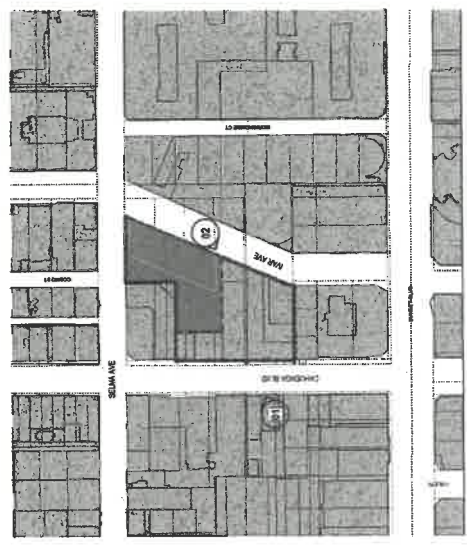
EXHIBIT "A"
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 Case No. EA-2019-5590-SV-Toc-SPR



01 AERIAL VIEW LOOKING NORTH EAST TOWARD HOLLYWOOD HILLS AND GRIFFITH PARK



02 VIEW OF THE SOUTHERN EDGE OF THE SITE ON IVAR.



01 KEY PLAN

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
05.1993.000

Description
EXISTING SITE PHOTOS

Scale
NOT TO SCALE

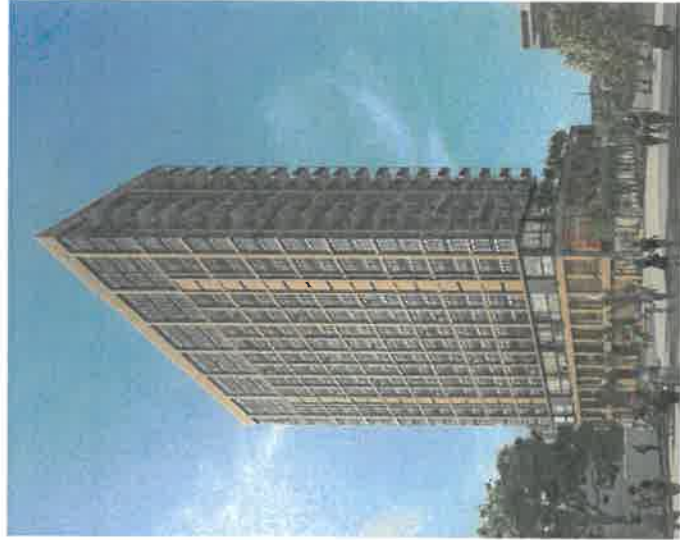
A0.23

ARTISAN HOLLYWOOD
 1520-1542 Cahuenga Blvd.,
 6350 Selma Ave. and 1523-1540 Ivar Ave.
 Los Angeles, CA 90028

ARTISAN CONCEPTS
 2114 MAIN STREET
 LOS ANGELES, CALIFORNIA 90013
 UNITED STATES
 TEL 310.313.1481

Gensler
 500 South Flower Street
 Los Angeles, CA 90071
 TEL 213.627.2600
 FAX 213.627.2601

Code	Description



01 NORTH EAST CORNER FROM IVAR AND SELMA
 SOME RENDERING IS CONCEPTUAL AND SUBJECT TO APPROVALS SUBJECT TO PERMITS

02 NORTH WEST CORNER FROM CAHUENGA AND SELMA



01 KEY PLAN



03 SOUTH FACADE BIRD'S EYE

EXHIBIT "A"
 Page No. 5 of 27
 Case No. 2A-2019-5590-EV-
TOC-SPR

NOT FOR CONSTRUCTION

Project Name: ARTISAN HOLLYWOOD
 Project Number: 05-1593-000
 Date Issued: RENDERING

Scale: NOT TO SCALE

A0.30

**ARTISAN
HOLLYWOOD**
1520-1542 Cahuenga Blvd.
6350 Selma Ave., and 1525-1549 Ivar Ave.
Los Angeles, CA 90068

**ARTISAN
VERTICES**
310 MAIN STREET
SANTA MONICA,
CALIFORNIA 90401
UNITED STATES

Gensler
505 South Flower Street
Los Angeles, California 90071
United States
Tel: 213.237.2600
Fax: 213.237.2601

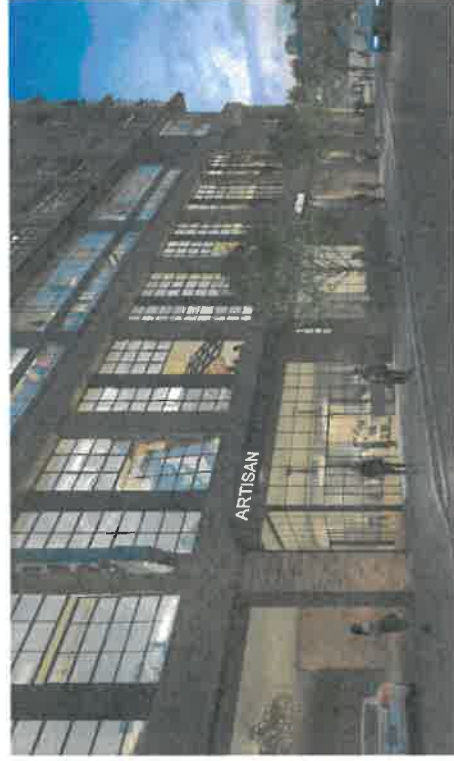
Scale Description

EXHIBIT "A"
Page No. **6** of **27**
Case No. **2A-2019-5590-2V-TOC-SPR**

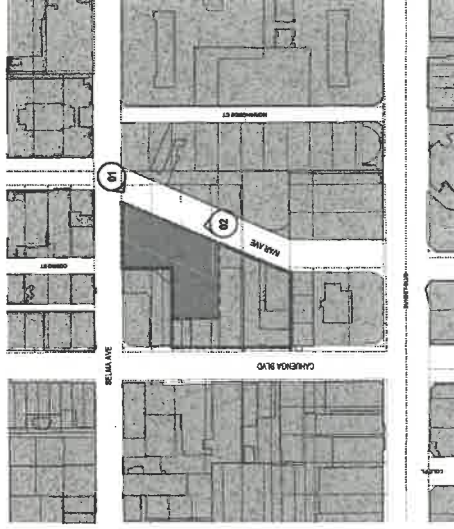


01 NORTH EAST RETAIL CORNER AT IVAR AND SELMA

SPACING DEPICTED IS CONCEPTUAL. NO DAMAGE
APPROXIMATE. SUBJECT TO THE TIME.



02 SOUTH EAST RETAIL ON IVAR



01 KEY PLAN

**NOT FOR
CONSTRUCTION**

Project Name
ARTISAN HOLLYWOOD

Project Number
05-1583-000

Description
RENDERING

Scale
NOT TO SCALE

A0.40

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ARTISAN HOLLYWOOD
 1520 152nd Colburne Blvd.
 6350 Selma Ave. and 1523-1528 1/2 Selma Ave.
 Los Angeles, CA 90068

ARTISAN HOLLYWOOD
 1520 152nd Colburne Blvd.
 6350 Selma Ave. and 1523-1528 1/2 Selma Ave.
 Los Angeles, CA 90068

Gensler
 300 South Orange Street
 Los Angeles, California 90011
 USA: 213.337.2600
 Tel: 213.337.2600
 Fax: 213.337.3901

Date Description

Scale: 1/32" = 1'-0"

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
CIRCULATION DIAGRAMS

Scale
1/32" = 1'-0"

A0.50

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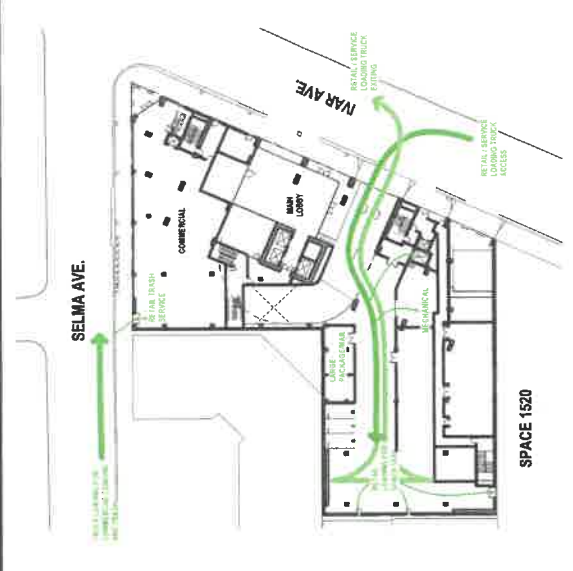
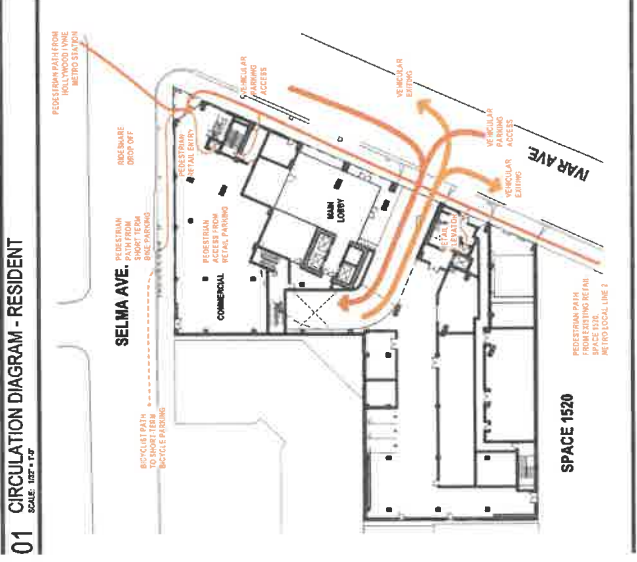
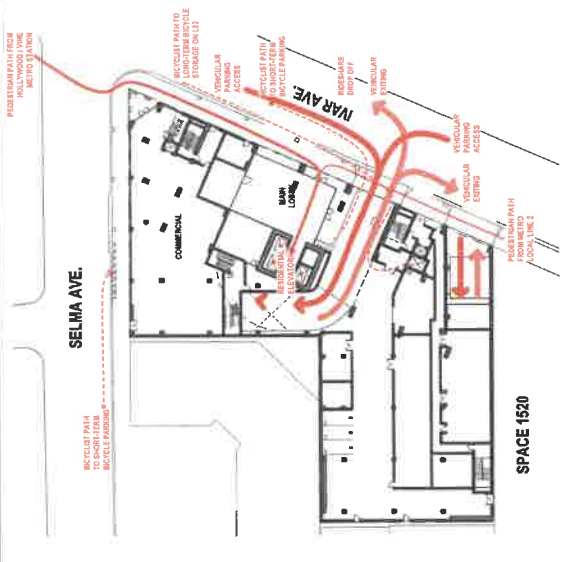


EXHIBIT "A"
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 Case No. 2A-2019-5590-2V-TOC-SFR

ARTISAN HOLLYWOOD
 4550 1542 California Blvd.
 4550 Cosmo Street
 Los Angeles, CA 90088

ARTISAN
 14141 WILSON STREET
 VAN NUYS, CALIFORNIA
 91411-3400
 TEL: 310.315.4451

Gensler
 500 South Peppers Street
 Los Angeles, California 90071
 TEL: 213.327.2600
 FAX: 213.327.2601

Date: _____
 Description: _____

Scale Signature: _____

NOT FOR CONSTRUCTION

Project Name: **ARTISAN HOLLYWOOD**
 Project Number: **06.1593.000**
 Description: **SITE PLAN**

Scale: **3/8" = 1'-0"**

A1.10

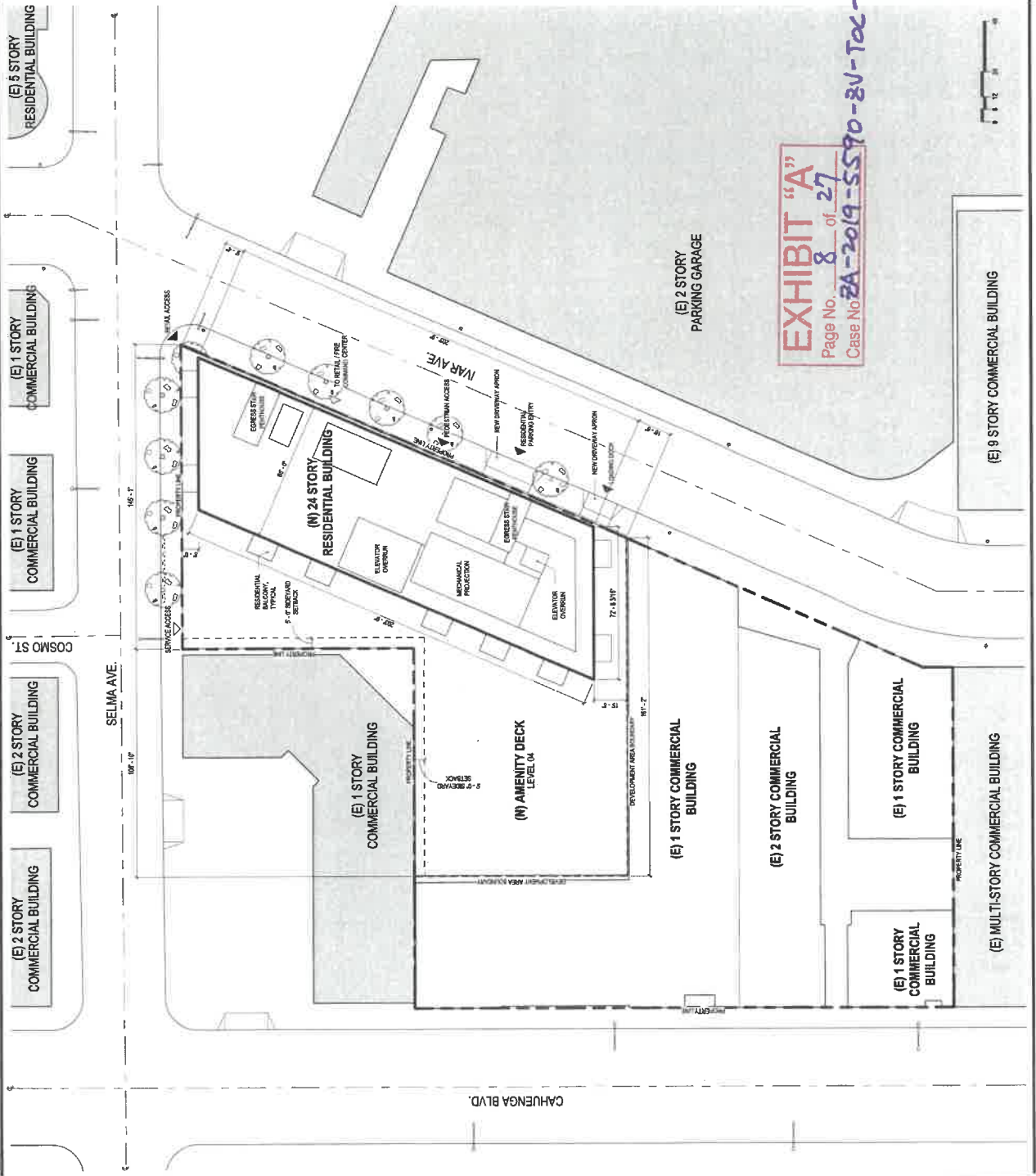
© 2023 Gensler

- LEGEND**
- (E) STREET LIGHT A
 - (E) STREET LIGHT B
 - (E) TRAFFIC SIGNAL
 - (E) PEDESTRIAN SIGNAL
 - PRIMARY ENTRY POINT
 - SECONDARY ENTRY POINT

GENERAL NOTES

1. SEE ALL OTHER VED CALCULATIONS, P.A.R.
2. SEE LANDSCAPE FOR TREE SPECIES, TYPE, AND GENERAL LOCATION.
3. SEE ALL OTHER VED CALCULATIONS, P.A.R. FOR BUILDING CODES AND LOS ANGELES BUILDING DEPARTMENT REGULATIONS AND UNLIMITED SUPPLEMENTARY AND INCLUDES.

KEY PLAN



ARTISAN HOLLYWOOD
 1520-1540 Hollywood Blvd.
 6350 Santa Monica Blvd. and 1520-1540 Vine Ave.
 Los Angeles, CA 90028

ARTISAN
 240 MAIN STREET
 2ND FLOOR
 LOS ANGELES, CA 90012
 UNITED STATES
 TEL 310.310.4661

Gensler
 500 South Figueroa Street
 Los Angeles, California 90071
 United States
 TEL 213.337.3600
 FAX 213.337.3601

▲ Note Description

Build / Equipment

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
 05.1593.000

Description
 LEVEL PA

Scale
 3/32" = 1'-0"

A2.02

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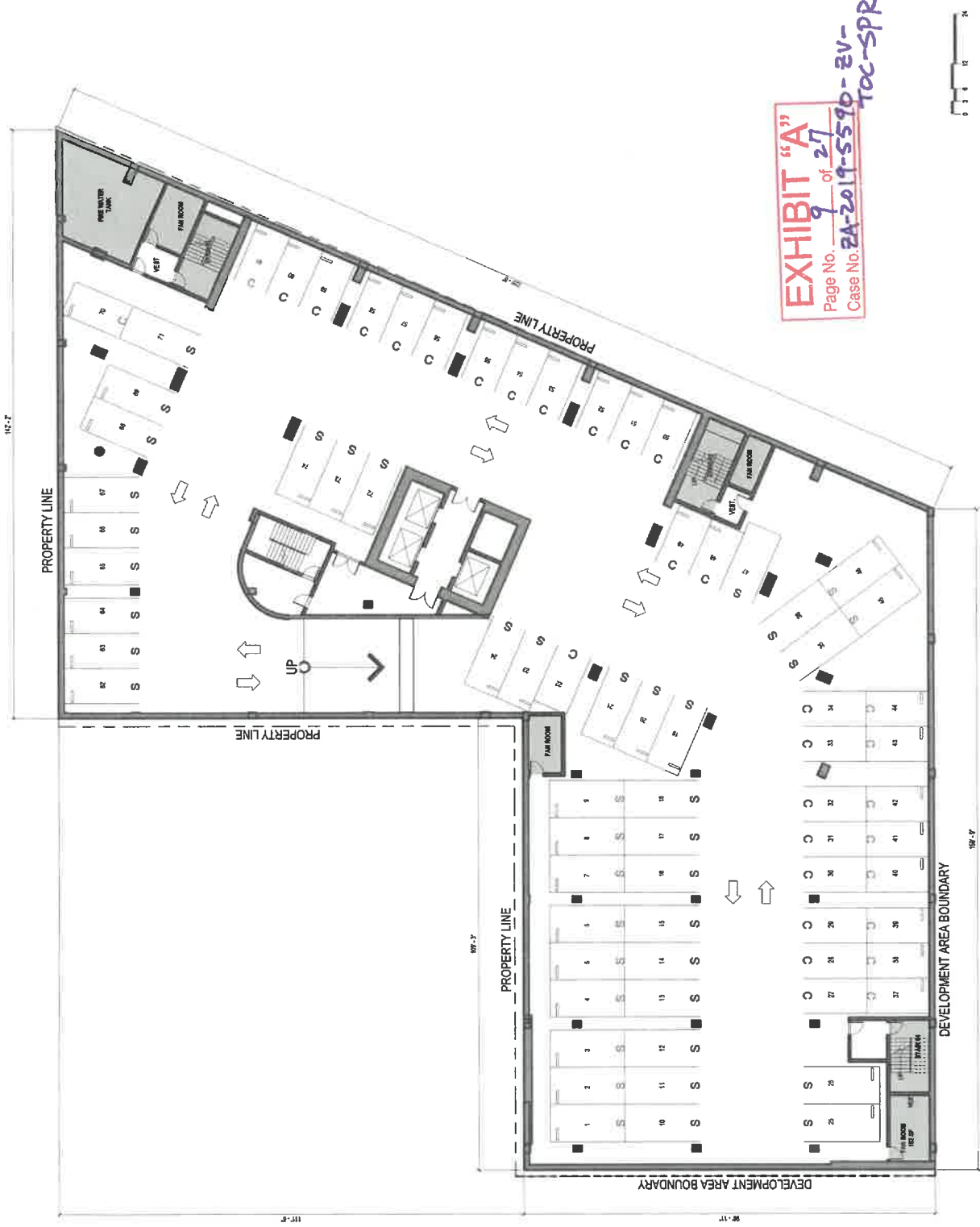


EXHIBIT "A"
 Page No. 9 of 27
 Case No. 2A-2019-5590-2V-
 TOC-SPR

ARTISAN HOLLYWOOD
 1520-1542 Cahuenga Blvd.
 6350 Selma Ave. and 1520-1542 Van Ave.
 Los Angeles, CA 90028

ARTISAN HOLLYWOOD
 218 LAMAR STREET
 2ND FLOOR
 LOS ANGELES, CALIFORNIA 90001
 UNITED STATES
 TEL 310.215.4461

Gensler
 500 South Figueroa Street
 Los Angeles, California 90071
 TEL 213.327.2600
 FAX 213.327.3601

△ One Description

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
 05.1593.000

Description
 LEVEL P2 - P3

Scale
 3/8" = 1'-0"



A2.03

8.037.00000

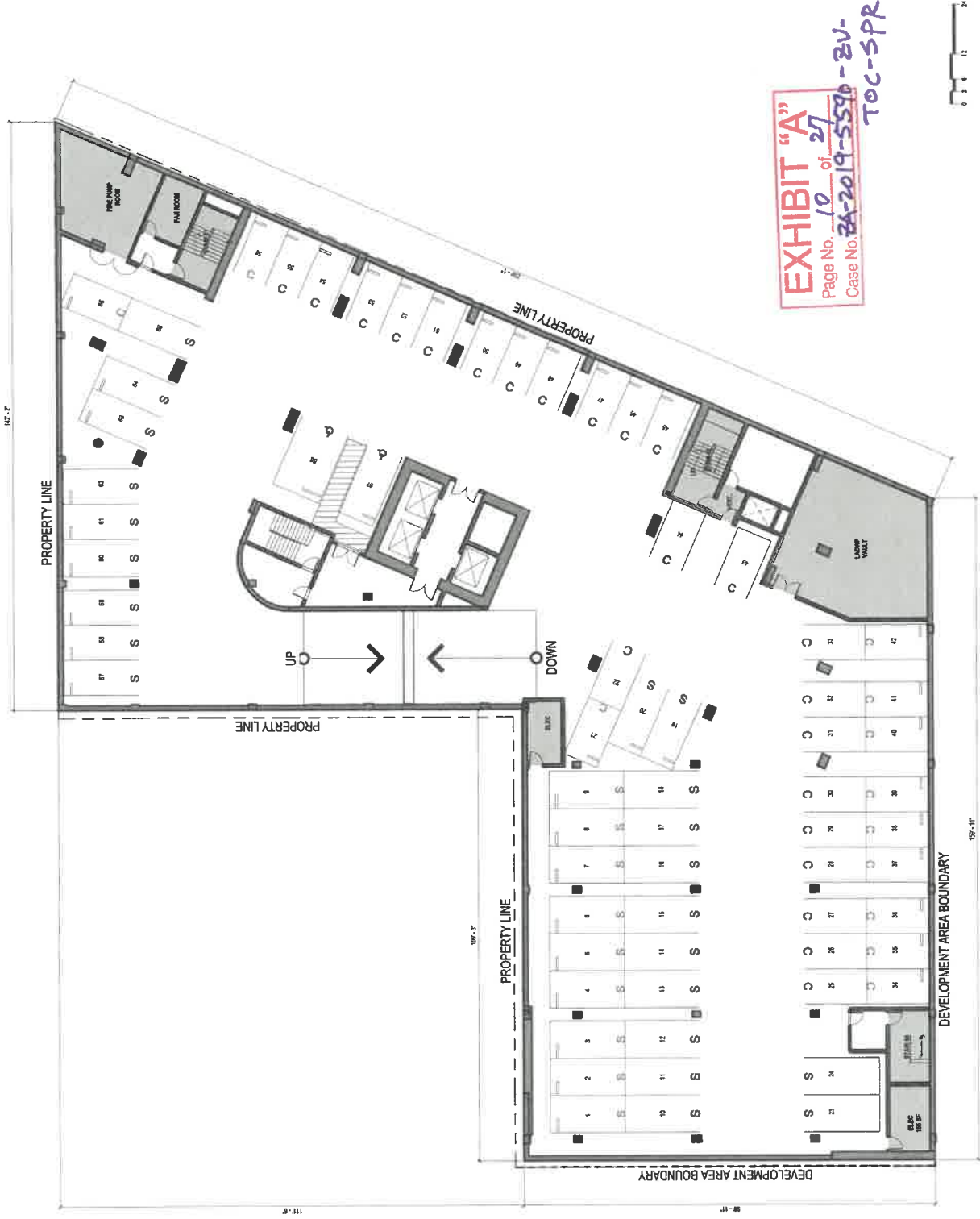


EXHIBIT "A"
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 Case No. 2A-2019-5596-ZU-5PR
 TOC-5PR

ARTISAN HOLLYWOOD
 1520-1542 Cahuenga Blvd.,
 5330 Hollywood Blvd.,
 Los Angeles, CA 90028

ARTISAN
 ARCHITECTURE
 241 FLORENCE
 LOS ANGELES, CA
 UNITED STATES

Gensler
 500 South Flower Street
 Los Angeles, California 90071
 United States

△	Date	Description

Scale / Signature

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
 05.1693.000

Description
 LEVEL 03

Scale
 3/32" = 1'-0"

A2.07

8/13/13 10:40 AM



EXHIBIT 44 33
 Page No. 14 of 27
 Case No. 2A-2019-559D-EV-TOC-3PR

ARTISAN HOLLYWOOD
 1520 45th California Blvd
 Los Angeles, CA 90008
 Tel: 310.552.9000
 Fax: 310.552.9001

ARTISAN
 2415 MAIN STREET
 2ND FLOOR
 SANTA MONICA
 CALIFORNIA 90401
 UNITED STATES
 Tel: 310.376.6811

Gensler
 605 South Flower Street
 Los Angeles, California 90071
 United States
 Tel: 213.527.3600
 Fax: 213.527.2601

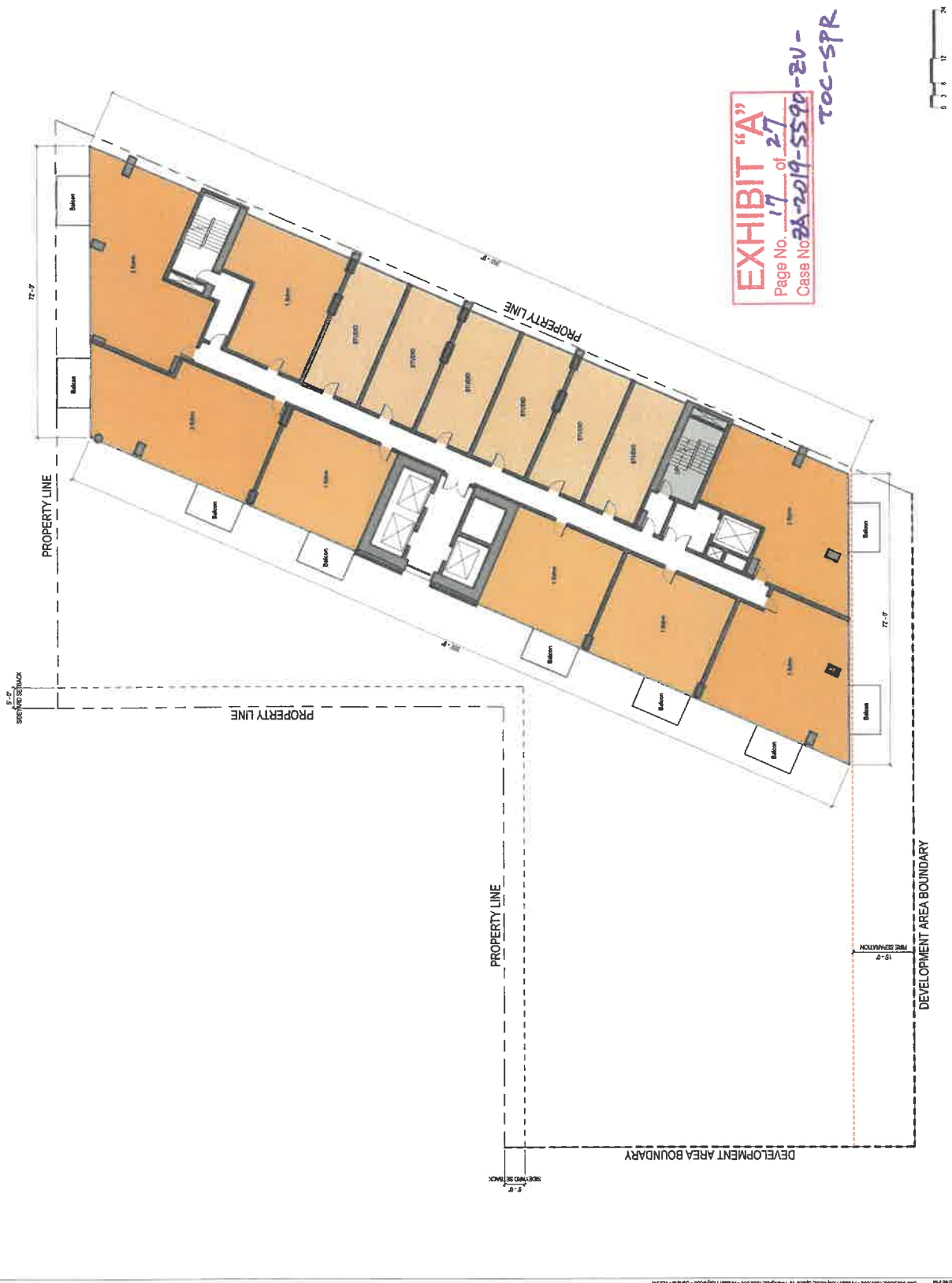
Rev	Date	Description

NOT FOR CONSTRUCTION

Project Name: ARTISAN HOLLYWOOD
 Project Number: 05-1593-000
 Description: TYPICAL LEVEL 08 - LEVEL 19

Scale: 3/32" = 1'-0"
A2.10
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EXHIBIT "A"
 Page No. 17 of 27
 Case No. BA-2019-5590-2U -
 TOC-SPR



ARTISAN HOLLYWOOD

1500-1542 Hollywood Blvd.
6350 Santa Ave. and 1525-1549 Ivie Ave.
Los Angeles, CA 90068

ARTISAN

3145 MAIN STREET
2ND FLOOR
CULVER CITY, CALIFORNIA 90230
UNITED STATES

Gensler

502 South Flower Street
Los Angeles, California 90071
United States
Tel: 213.237.3600
Fax: 213.237.3601

Scale: Description

Scale / Signature

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

Project Number
05-1593.000

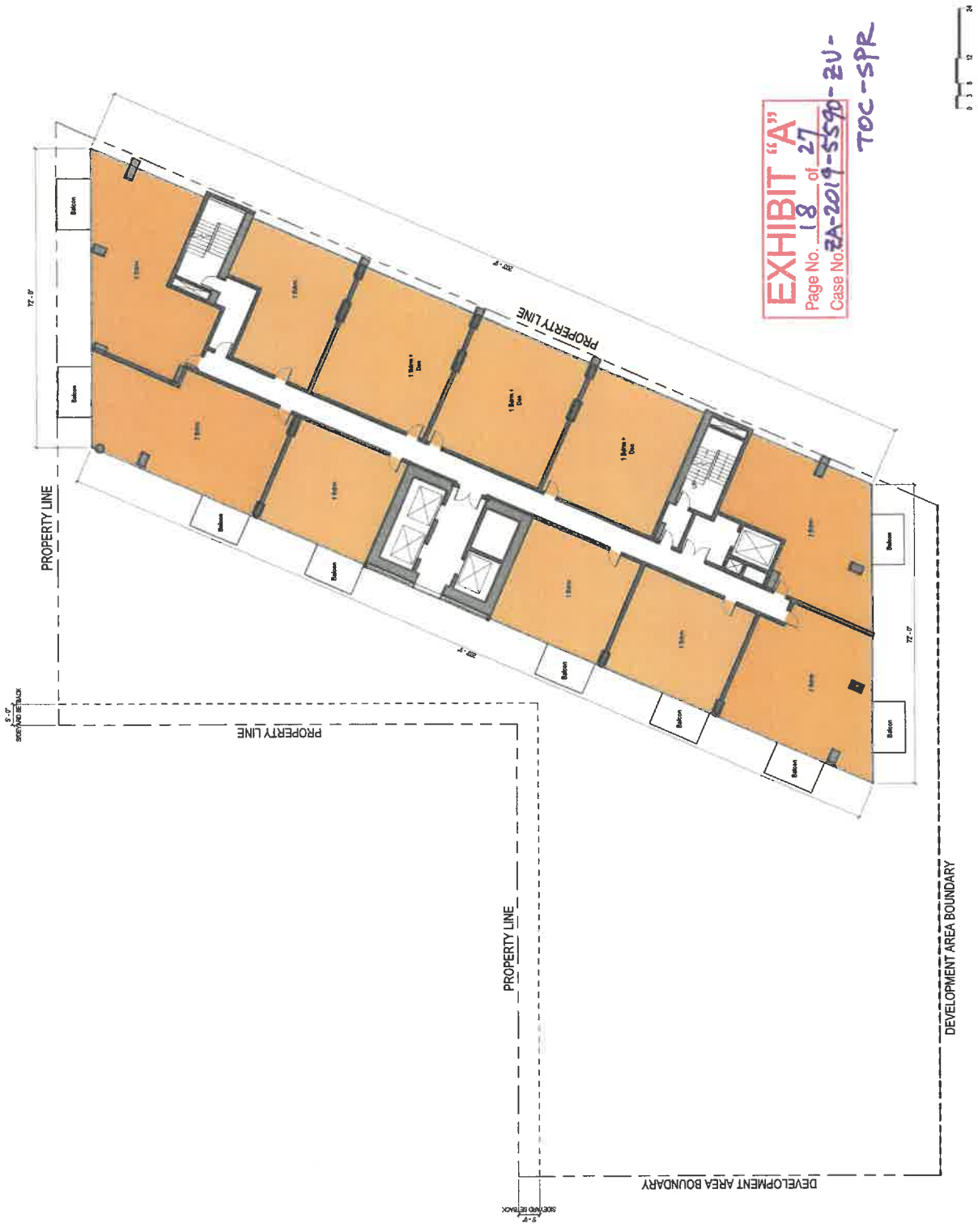
Description
TYPICAL LEVEL 20 - LEVEL 21

Scale
3/32" = 1'-0"

A2.11

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EXHIBIT "A"
Page No. 18 of 27
Case No. 2A-2019-5590-2U-
TOC-SPR



ARTISAN HOLLYWOOD
 1520-1542 Channing Blvd.
 Hollywood, CA 90028-1549
 Los Angeles, CA 90028

ARTISAN
 1410 WILSON STREET
 SANTA MONICA, CA 90401
 UNITED STATES

Gensler
 500 South Figueroa Street
 Los Angeles, California 90071
 United States

Scale / Signature
 Date Description

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD
 Project Number
 05.1593.000
 Description
 TYPICAL LEVEL 22 - LEVEL 24
 (PENTHOUSE)

Scale
 3/32" = 1'-0"

A2.12



EXHIBIT "A"
 Page No. 19 of 27
 Case No. ZA-2019-5590-2U-
 TOC-SPR

ARTISAN HOLLYWOOD
 1520-1522 Calaveras Blvd.,
 5350 Selma Ave. and 1525-1540 Van Ave.
 Los Angeles, CA 90008

ARTISAN VENTURES
 2000 WILSON AVENUE
 SUITE 1000
 CARLSBAD, CALIFORNIA 92008
 UNITED STATES
 TEL 310.315.6461

Gensler
 605 South Flower Street
 Los Angeles, California 90071
 United States
 TEL 313.577.3600
 FAX 313.577.3601

△ Date Description

Date / Signature

NOT FOR CONSTRUCTION

Project Name
ARTISAN HOLLYWOOD

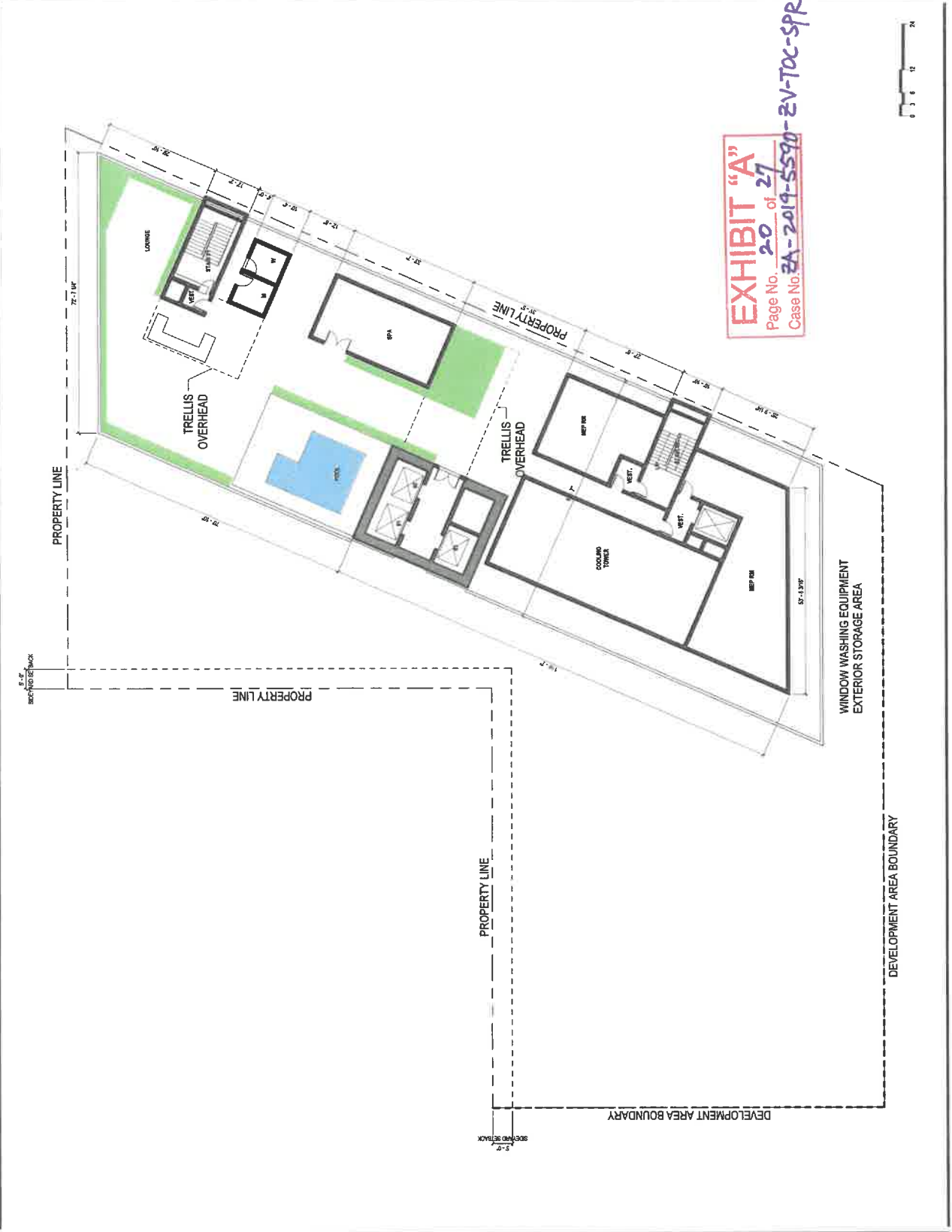
Project Number
 05.1593.000

Description
 LEVEL 26 - ROOF DECK

Scale
 3/32" = 1'-0"

A2.13

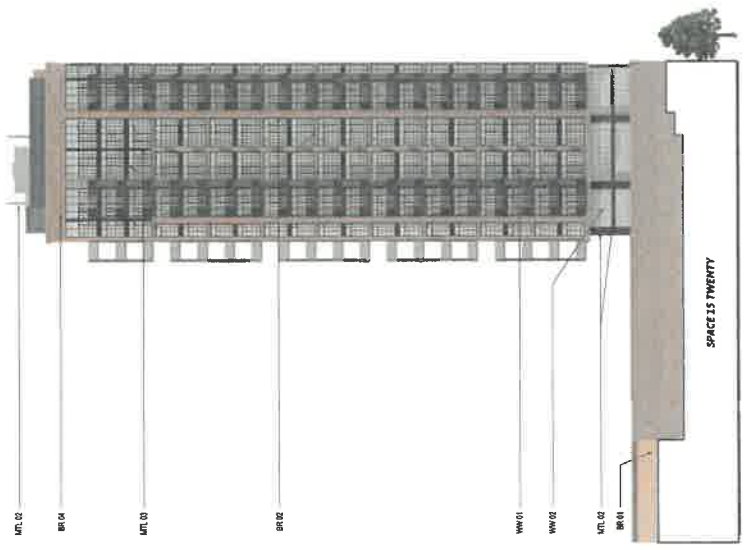
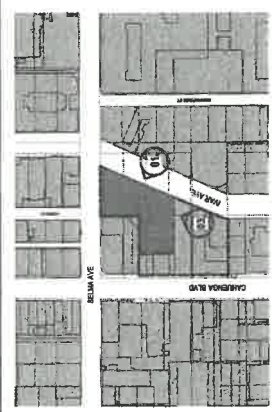
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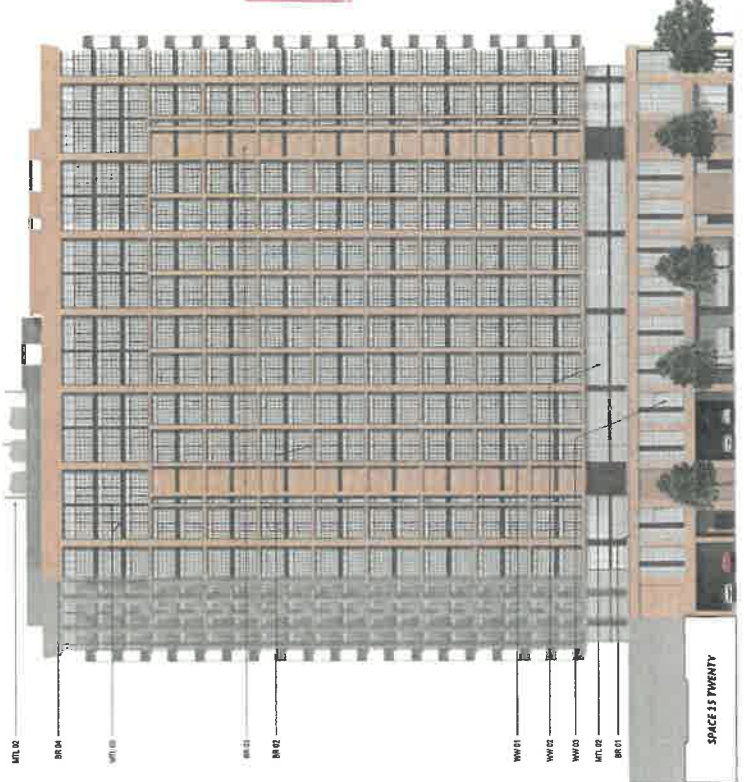
BUILDING ASSEMBLY and FINISH SCHEDULE

FINISH CODE	MATERIAL TYPE	LOCATION	FINISH	SIZE
MFL-01	SPRINKLER METAL CHARCOAL GREY	BALCONY CHAMFERALS	POWDER-COATED, OIL TO EXTERIOR FACTORY FINISH	VARIABLE, SEE PLANS AND ELEVATIONS
MFL-02	METAL CLADDING CHARCOAL GREY	CONCRETE COLUMNS AT LEVEL 4 AND VERTICAL GLAZING (2x HEIGHT)	STABILIZED FOR EXTERIOR INSTALL AS REQUIRED	VARIABLE, SEE PLANS AND ELEVATIONS
MFL-03	WARRANTY STRUCTURAL STEEL, NEGATIVE AND PLATE AT SUB-BALCONY EDGES	BALCONY BEAMS, BALCONY CLADDING, AND EXPOSED BRICE	POWDER-COATED, OIL TO EXTERIOR FACTORY FINISH	VARIABLE, SEE PLANS AND ELEVATIONS
WF-01	STEEL OR MASONRY TILE ALUMINUM TILE DIVIDED LIT WINDOW WALL W/ INSULATED GLASS UNITS AND GLAZING AT BALCONIES, CHARCOAL GREY	ALL APARTMENT ELEVATION CORNERS, MAIN LOBBY, RETAIL STOREFRONTS	POWDER-COATED, OIL TO EXTERIOR FACTORY FINISH	VARIABLE, SEE PLANS AND ELEVATIONS
WF-02	INSULATED GLASS UNITS AND GLAZING AT BALCONIES, CHARCOAL GREY	LEVEL 2 THROUGH LEVEL 4 CORNERS AT LEVEL 4 AND 4 MINORITY DECK AND APARTMENTS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH, 3-1/2" (90) SOLARBAN 70	VARIABLE, SEE PLANS AND ELEVATIONS
WF-03	ALUMINUM PUNCH WINDOW SYSTEM, MASONRY TILE ALUMINUM DIVIDED LITES	LEVEL 2 THROUGH LEVEL 4 CORNERS AT LEVEL 4 AND 4 MINORITY DECK AND APARTMENTS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIABLE, SEE PLANS AND ELEVATIONS
GLK-01	FULL HEIGHT FOLDING GLASS DOORS, UNFINISHED	PODIUM AND PARKING LEVELS (GROUND TO LEVEL 4)	PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIABLE, SEE PLANS AND ELEVATIONS
GLK-02	EXTERIOR BRICE - PRECAST CONCRETE UNIT WITH HAND-SET BRICE IN LAY	APARTMENT TOWER LEVELS 5 THIRD FLOOR (PARADE) EXTERIOR WALLS OF APARTMENTS ADJACENT TO BALCONIES AND WINDOW WALLS	EXTERIOR	SEE ELEVATIONS
BR-01	EXTERIOR BRICE - PRECAST CONCRETE UNIT WITH THIN BRICE IN LAY	EXTERIOR WALLS	EXTERIOR	SEE ELEVATIONS
BR-02	EXTERIOR BRICE - PRECAST CONCRETE UNIT WITH THIN BRICE IN LAY	EXTERIOR WALLS	EXTERIOR	SEE ELEVATIONS
BR-03	EXTERIOR BRICE - PRECAST CONCRETE UNIT WITH THIN BRICE IN LAY	EXTERIOR WALLS	EXTERIOR	SEE ELEVATIONS
BR-04	EXTERIOR BRICE - PRECAST CONCRETE UNIT WITH THIN BRICE IN LAY	EXTERIOR WALLS	EXTERIOR	SEE ELEVATIONS
CONC-01	EXPOSED VERTICAL STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	SACRED AND POLISHED	SEE PLANS
CONC-02	ARCHITECTURAL TOPPING COAT OVER STRUCTURAL SLAB FLOOR	MAIN AND ELEVATION LOBBIES, AND COMMON AREAS	GRINDING, POLISHED AND SEALED	SEE PLANS
CONC-03	EXPOSED STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	GRINDING, POLISHED AND SEALED	SEE PLANS
CANOPY-01	ARCHITECTURAL STRUCTURAL STEEL AND FRUSTED GLASS CLADDING TYPED CHARCOAL	GROUND LEVEL LOBBY AND RETAIL LEVEL OR AVENUE DECK	HIGH PERFORMANCE EXTERIOR GRADE FINISH	SEE ELEVATIONS

02 KEY PLAN



03 EXTERIOR ELEVATION - SOUTH
 SCALE: 3/8" = 1'-0"



01 EXTERIOR ELEVATION - EAST
 SCALE: 3/8" = 1'-0"

EXHIBIT "A"
 Page No. 23 of 27
 Case No. 2A-2019-5590-
 EU-TOC-SPR

NOT FOR CONSTRUCTION

Project Name: ARTISAN HOLLYWOOD
 Project Number: 05.1593.000
 Description: EXTERIOR ELEVATION

Scale: As Indicated

A4.01

9.13.17 (Rev)


INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

THE SILVERSTEIN LAW FIRM

A Professional Corporation

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November 27, 2023

VIA EMAIL cpc@lacity.org

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City Planning Commission
Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

Re: Comments and objections to EIR for the Artisan Hollywood Project,
ENV-2019-5591-EIR (SCH No. 2020110295), ZA-2019-5590-ZV-TOC-SPR

Honorable Planning Commissioners:

I. INTRODUCTION.

This firm and the undersigned represent the Sound Factory, a historic Hollywood recording studio located at 6357 Selma Avenue, Hollywood. Notable historic recordings at the Sound Factory site include albums by The Jackson 5, Marvin Gaye, James Taylor, Linda Ronstadt, Steppenwolf, Elton John, The Mamas & the Pappas, Jackson Browne, Neil Diamond, Bonnie Raitt, Dolly Parton, Bette Midler, The Bangles, Tom Waits, Crowded House, Daryl Hall and John Oats, The Pretenders, and Elvis Costello.

The Artisan Hollywood Project (“Project”) would result in significant unmitigated Project and cumulative on-site and off-site construction noise and vibration impacts which would significantly impact operations of the Sound Factory, aka Sensitive Receptor No.

7,¹ and threaten its ability to operate during the more than two years of Project construction, if not permanently, assuming the Sound Factory could even survive Project construction.

Related significant and unmitigable environmental impacts include to historic resources (the Sound Factory building, inside and out due to deterioration if the Project's noise and vibration impacts force closure of the ongoing business) and to aesthetic impacts on historic resources.

The Environmental Impact Report ("EIR") and the City have failed to incorporate all feasible mitigation measures to address these impacts. We ask that you reject the EIR and Project, including all associated land use approvals, currently before you.

This letter details defects in the EIR for the Project. Comments are provided on both the Draft EIR ("DEIR") and Final EIR ("FEIR"). These comments demonstrate that the EIR for the Project must be revised and recirculated to address deficiencies in the document and that additional mitigation measures must be required to address significant Project impacts.

Please keep this office on the list of interested persons to receive timely advance notice of all hearings, votes and determinations related to the Project, its DEIR and FEIR, and requested entitlements. Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every Notice of Determination issued in connection with the Project.

We adopt and incorporate by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. Pursuant to Public Resources Code Section 21167.6(e) and Consolidated Irrig. Dist. v. Superior Court (2012) 205 Cal.App.4th 697, please print and include all of the

¹ The Sound Factory is identified as Sensitive Receptor No. 7 on DEIR Table VI.G-6. DEIR Table IV.G-20 indicates that the Sound Factory will experience significant unavoidable construction noise impacts. DEIR Table IV.G-22 indicates that the Sound Factory will experience significant unavoidable vibration impacts – human annoyance due to construction activities. In addition, DEIR page IV.G-54 indicates that “potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated haul routes would be significant without mitigation.” Both the on-site and off-site construction activities would result in significant unmitigated vibration-human annoyance impacts per DEIR page IV.G-57.

hyperlinked references cited in this and each other of the comment letters submitted during the administrative process in and as part of the administrative record.

II. BACKGROUND.

Project History.

- On September 23, 2019, the application for the proposed Project was filed with the City of Los Angeles.² A copy of the Project Plans is included in **Attachment A**.³ This version of the proposed Project included 300,987 square feet (“sf”) of development, with 290 housing units, including 29 extremely low-income units. The Plan Set in **Attachment A** is the most recent version of the complete Project Plans made available to the public, despite the fact that the Project was modified prior to issuance of the Notice of Preparation for the EIR for the Project.
- The Notice of Preparation (“NOP”) for the EIR was issued on November 20, 2020.⁴ Five comment letters were received on the NOP. The NOP described a project that would have 270 housing units, reduced from 290 and 27 extremely low-income units, reduced from 29, within a slightly increased total site square footage (300,996⁵ vs 300,987⁶ square feet).
- The DEIR for the Project was issued on September 22, 2022 for a 45-day comment period ending on November 7, 2022.⁷ Eight comment letters, including technical study attachments, were received on the DEIR.

² <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjMyMzc20>

³ <https://planning.lacity.org/pdiscaseinfo/document/NjkwNjY0/4596a256-522b-4c94-acc5-77ce1b3c8ef1/submit> Page 5 of Attachment A incorrectly identifies the Sound Factory’s green building as “Existing retail storefront across the street on Selma Ave.”

⁴ <https://planning.lacity.org/development-services/eir/artisan-hollywood-project>

⁵ DEIR Table II-1.

⁶ Plan Sheet in Attachment A to this letter.

⁷ <https://planning.lacity.org/development-services/eir/artisan-hollywood-project-0>

- The FEIR for the Project was released on August 4, 2023.⁸ The FEIR provides responses to seven of the comment letters, including technical study attachments.
- An Erratum was issued on August 29, 2023 to incorporate responses to a Caltrans letter submitted in response to the DEIR which was omitted from the FEIR.⁹
- A Public Hearing on the Project was held by the Deputy Advisory Agency and the Zoning Administrator on August 30, 2023.¹⁰
- On September 15, 2023, the City’s Advisory Agency issued a Letter of Determination (“LOD”) for the Project, certified the EIR for the Project, and adopted the Findings, Statement of Overriding Considerations and Mitigation Monitoring Program (“MMRP”) for the Project. The Advisory Agency also approved the Vesting Tentative Tract Map (No. 82764) for the Project.¹¹
- On September 22, 2023 an appeal was filed by the Sound Factory of the approvals in the LOD. A subsequent appeal was filed by the Sound Factory on October 10, 2023.

The Proposed Project.

According to DEIR page II-19, Project construction is anticipated to occur over an approximately 26-month period and to be completed in 2025. As described on page II-8 of the DEIR, the project consists of:

... a new 25-story mixed-use building comprised of 270 residential dwelling units (including 27 units restricted to Extremely Low Income households) and 6,790 square feet of ground floor commercial space, including restaurant, and retail uses. The height

⁸ <https://planning.lacity.org/development-services/eir/artisan-hollywood-project-1>

⁹ <https://planning.lacity.org/development-services/eir/artisan-hollywood-project-4>

¹⁰ <https://planning.lacity.org/dcpapi/meetings/document/75151>
<https://planning.lacity.org/dcpapi/meetings/document/75023>
<https://planning.lacity.org/project-review/public-hearings>

¹¹ A copy of the Letter of Determination is Available at:
<https://planning.lacity.org/pdiscaseinfo/document/OTAzMQ0/fe3b456d-e5a5-4f0e-9fa7-879f1ff43502/pdd>

of the proposed building would be approximately 269 feet to the top of the parapet, with additional projections (e.g., stairwell and elevator penthouses and mechanical enclosures) reaching a maximum height of 286 feet. . . . the Project would replace the surface parking area within the northeast portion of the Project Site (Development Area), while the six existing buildings located in the southern and western portions of the Project Site, containing 33,828 square feet of commercial uses, would be retained. The uses within the Project site would be supported by up to 320 vehicle parking spaces located in two above-ground and four subterranean parking levels, and 166 bicycle parking spaces. The subterranean parking levels would require an estimated maximum depth of excavation of 50 feet below grade, resulting in the export of up to 69,333 cubic yards of soil. The Project would also include approximately 30,918 square feet of open space and recreational amenities.

According to DEIR Table II-1, the proposed Project includes 260,378 sf of residential apartments (270 dwelling units), 6,790 sf of proposed Commercial (retail/restaurant), and 33,828 sf of existing Commercial (retail/restaurants) to remain. The total Project square footage is thus 300,996 sf.

According to DEIR page IV.F-20, the 270 new multi-family residential units included in the proposed Project would consist of: 92 studios, 93 one-bedroom units, 75 two-bedroom units, and 10 three-bedroom units. No information is provided on the size of the units or the size and number of bedrooms of the units allocated for Extremely Low-Income housing.

According to DEIR page II-20, the Project requires the following discretionary entitlements, reviews, permits and approvals:

- **Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, base incentives to allow an increase in FAR of 50 percent or to 3:75:1, whichever is greater, to permit a 50-percent increase in FAR from 3:1 to 4.5:1, and to allow reductions in residential and commercial parking requirements.**
- Pursuant to TOC Guidelines and LAMC Section 12.22.A.31, an additional incentive to reduce the side yards to 5 feet, based on RAS3 zone yard setback requirements.

- Pursuant to LAMC Section 12.28, a Zoning Administrator's Adjustment to further reduce the side yards to zero feet at the second and third above-grade levels of the Project.
- Pursuant to LAMC Section 12.27, a Zone Variance to permit Code-required parking for the existing Project Site buildings to be temporarily located off-site via lease in lieu of a covenant during Project construction activities.
- Pursuant to LAMC Section 16.05, the approval of Site Plan Review findings.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map to merge the Project site into a single ground lot and to allow the future creation of commercial condominium units, a determination of the Project site's yards, and approval of a haul route. (Emphasis added.)

The Alternatives Analyzed in the EIR.

As explained on DEIR pages I-17 to I-19, the DEIR analyzed three Project alternatives: Alternative 1 – the No Project/No Build Alternative; Alternative 2 – the Reduced Density Alternative; and Alternative 3 – the Reduced Excavation Alternative. Of the alternatives, other than the No Project/No Build Alternative, Alternative 2 was found to be the Environmentally Superior Alternative. Although it would not eliminate the Project's significant unavoidable impacts, Alternative 2 would reduce many of the impacts compared to the Project.

CEQA Recirculation Requirements.

CEQA Guidelines Section 15088.5 specifies when recirculation of an EIR is required prior to certification. CEQA Guidelines Section 15088.5 states in part:¹²

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used

¹² CEQA Guidelines Section 15088.5(e) specifies: A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).

III. DEFECTS IN THE EIR.

Project Description.

Given that the project applicant is seeking density incentives for provision of affordable housing units, the DEIR should disclose the size of the proposed extremely-low income units and the number of bedrooms. Essentially the applicant is seeking a 50% increase in density (an additional 100,299 square feet) in exchange for constructing 27 affordable units. Decision-makers should be informed of the total square footage of the

affordable units they are getting in exchange for a 50% increase in density, and the characteristics of those units, given the unavoidable impacts of the proposed Project. The lack of this information also makes any findings in support of a Statement of Overriding Considerations improper and deficient.

Artificially Narrow Definition of Objectives.

The DEIR page II-7, specifies the Project objectives as follows:

- **Maximize the provision of high-density, multi-family housing units, including affordable housing units, to support the much-needed demand for housing at a range of income levels;**
- Locate residential and commercial uses in a high quality transit area and transit priority area, thereby promoting sustainability and reducing automobile dependency and Vehicle Miles Traveled (VMT);
- **Redevelop and improve the visual character of the surface parking portion of the Project Site with a development that is compatible in scale and design with the character of the surrounding area;**
- Contribute to the economic investment in the Hollywood Community Plan area through the creation of construction and retail/restaurant jobs;
- Create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street-level uses;
- Promote sustainable development by incorporating “Green” principles in the design of the Project capable of meeting the standards of LEED Certified or equivalent green building standards, including an energy-efficient building, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features; and
- **Incorporate the best practices for smart growth by providing housing, employment, and retail/restaurant opportunities**

within an employment hub with walkable streets, a bike-friendly environment, and access to public transit. (Emphasis added).

Manifestly Unreasonable and Artificially Narrow Objective.

The first objective in the EIR is written in a way which is manifestly unreasonable and thus prejudices the evaluation of the alternatives and results in the rejection of the environmentally superior alternative identified in the DEIR. By including the word “maximize” in the objective, the objective is artificially narrowly drawn,¹³ such that only the Project, with its greater quantity of housing units, can achieve the objective. This objective is so narrow as to preclude any alternative in the EIR, other than the Project, from meeting this objective.

Failure to Recognize That The Proposed Project Does Not Meet Several of the Project Objectives.

The proposed Project does not meet several of the Project Objectives, or meets these objectives to a lesser degree than the alternatives. The proposed Project does not meet the affordable housing objective. Alternatives which would result in development of reduced scale, and with reduced trip generation, such as Alternative 2 are less incompatible with the objectives regarding neighborhood compatibility and a bike-friendly environment. This is not reflected in the EIR¹⁴ and the adopted Findings and Statement of Overriding Considerations. The EIR and any Findings and Statement of Overriding Considerations adopted must be corrected to reflect this.

Affordable Housing.

The proposed Project fails to meet the improperly worded objective to: “Maximize the provision of high-density, multi-family housing units, including affordable housing units, to support the much-needed demand for housing at a range of income levels.” While the proposed Project would provide 270 residential dwelling units, only 10 percent

¹³ “[A] lead agency may not give a project’s purpose an artificially narrow definition . . .” In re Bay-Delta etc. (2008) 43 Cal.4th 1143, 1166. “[T]he EIR violated CEQA by giving the project’s objective an artificially narrow definition . . .” North Coast Rivers Alliance v. Kawamura (2015) 243 Cal.App.4th 647, 648.

¹⁴ See for example DEIR page II-7 and V-51.

of these would be below market-rate units. The provision of 243 market-rate units and just 27 units restricted to Extremely Low-Income households does not constitute maximizing the number of affordable units and does not constitute provision of housing at a range of income levels, since low and moderate rate housing is not included. This is not reflected in the EIR and the Findings and Statement of Overriding Considerations. Furthermore, the version of the Project originally submitted to the City actually included more housing units and more Extremely Low-Income units. Why was this version of the Project eliminated?

To be consistent with the objective as worded, at a minimum the proposed Project would need to match the Regional Housing Needs Assessment (“RHNA”) affordability targets for the City of Los Angeles of:

. . . 25.4% Very Low Income, 15.1% Low Income, 16.5% Moderate Income, and 43.1% Above Moderate Income units. State law also requires the City to identify the projected need for extremely low-income housing. The City assumes that 50% of the very low-income housing need is equal to the extremely low-income housing need.”¹⁵

Any large-scale housing project that includes less than these percentages of affordable housing units works against the City’s ability to meet its RHNA targets by making use of a site that could be used to foster compliance with RHNA targets. The EIR needs to be corrected to acknowledge that although the Project includes 10 percent affordable units, this is not sufficient to meet housing targets. The Project thus works against the following Housing Element Goals and Policies listed in DEIR Appendix F:

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Furthermore, recent studies have shown that projects such as this can actually create increased demand for affordable housing, rather than help to meet the need for affordable housing. For example, a residential nexus analysis prepared by Keyser Marston Associates for the City of San Francisco calculated the demand for affordable housing generated by market rate development as a percentage of the total number of

¹⁵ Page 99, 2021-2029 Housing Element. Available at: [https://planning.lacity.org/odocument/bde50bc0-5f1f-4e88-a5cf-06a12e1d8078/Chapter_1_-_Housing_Needs_Assessment_\(Adopted\).pdf](https://planning.lacity.org/odocument/bde50bc0-5f1f-4e88-a5cf-06a12e1d8078/Chapter_1_-_Housing_Needs_Assessment_(Adopted).pdf)

housing units in a development project containing market rate housing.¹⁶ The study found that:

. . . a development project with 100 owner-occupied market rate Condominiums would result in the demand for just under 38 units affordable to Low and Moderate Income households earning between 0% and 120% of AMI. Likewise, a development project with 100 renter-occupied market rate Apartments would result in the demand for just under 32 units affordable to Low and Moderate Income households earning between 0% and 120% of AMI.¹⁷

At this rate of affordable housing demand generation, the proposed Project with its 243 market rate units would result in the demand for 92 affordable units if the requested approval pursuant to LAMC Section 17.15 for a Vesting Tentative Tract Map to merge the Project site into a single ground lot and to allow the future creation of commercial condominium units is approved, or 78 affordable rental units. Yet the Project only includes 27 affordable units. The Project thus likely increases, rather than helps to reduce demand for affordable housing units.

As noted in the Affordable Housing Linkage Fee Nexus Study done for the City of Los Angeles:¹⁸

As in most other cities in California, the gap between the dollars needed to fund affordable housing for new workers (e.g., maximum legal fee) and the feasible level of fee that can be absorbed by real estate market conditions, is substantial. In other words, charging a

¹⁶ Keyser Marston Associates, “Residential Affordable Housing Nexus Analysis San Francisco, California, November 2016, available at: <https://commissions.sfplanning.org/cpcpackets/2016%20%20Residential%20Affordable%20Housing%20Nexus%20Analysis.pdf>

See also, for example, the following studies estimating lower income housing demand generation per market rate unit constructed:

<https://www.haywardca.gov/sites/default/files/documents/Affordable-housing-nexus-study.pdf>

¹⁷ *Id.*, pages 5-6.

¹⁸ Page 75, BAE Urban Economics, Los Angeles Affordable Housing Linkage Fee Nexus Study, September 21, 2016, Available at: https://planning.lacity.org/odocument/5c66d421-6736-42c7-bf13-857e14d025b8/LA_Linkage_Fee_Final_Report_9-21-16.pdf

fee that would not constrain private sector development does not usually meet all subsidy needed to mitigate the costs of the affordable housing impacts generated by the new development.

In 2018 the City of Los Angeles' affordable housing linkage fee became effective.¹⁹ As with all such linkage fees, the fee amount is insufficient to meet the affordable housing need generated by development projects. In addition, Los Angeles Municipal Code § 19.18 B.2.b. exempts any "for sale or rental housing with at least 8% of the total units dedicated for extremely low-income households" from the fee. So, the proposed Project will generate affordable housing demand in excess of the amount of affordable units contained in the proposed Project and will not be subject to the affordable housing linkage fee.

The proposed Project thus exacerbates the need for affordable housing in the area. This must be acknowledged as an impact in the EIR and taken into consideration in any Statement of Overriding Considerations for this Project. The proposed Project cannot be justified on the grounds that it provides 27 Very Low-Income units.

Lack of Neighborhood Compatibility.

One of the Project Objectives is to: "Redevelop and improve the visual character of the surface parking portion of the Project Site with a development **that is compatible in scale and design with the character of the surrounding area.**" As shown on plan sheets A0.20 to A0.23 and A0.30 of the Project Plans included in **Attachment A**, at 25-

¹⁹ The affordable housing linkage fee was adopted via Los Angeles City Ordinance 185,342.

stories and 269 feet in height (286 feet with mechanical enclosures), the proposed Project is dramatically out-of-scale with the design and character of the surrounding area.



Figure 1 – Aerial View of Project Site Looking Northeast Toward Hollywood Hills and Griffith Park

Source: Plan Sheet A0.23, Gensler, 2019, included in Attachment A



Figure 2 – Photo-Rendering of Project

Source: Plan Sheet A0.4, Gensler, 2019, included in Attachment A

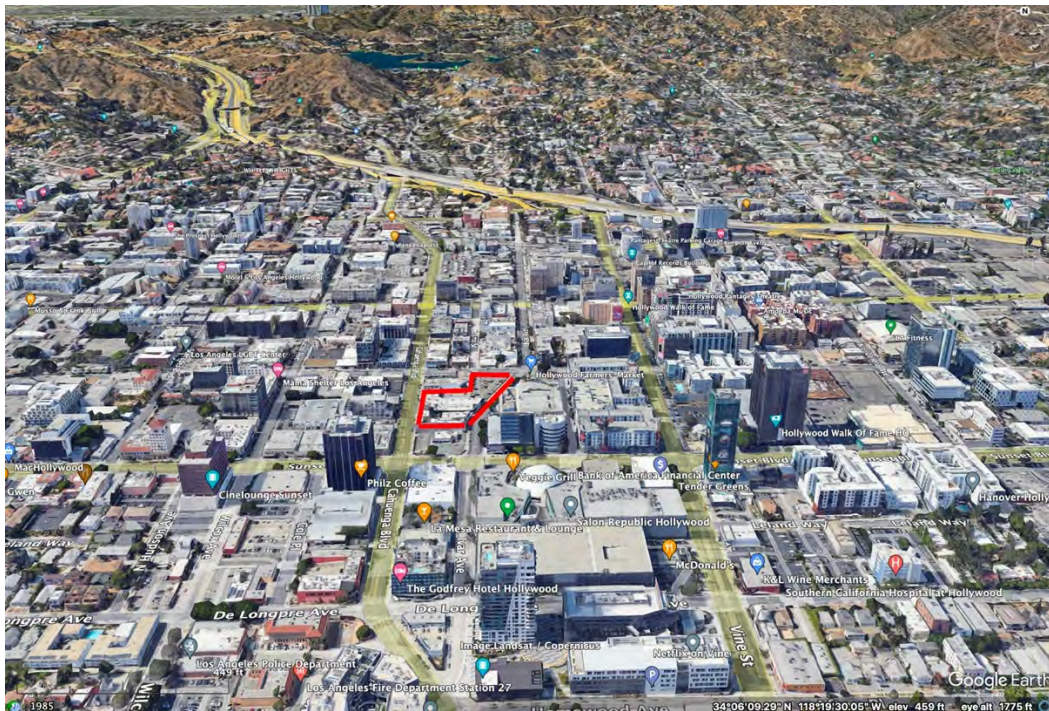


Figure 4 – Terrain in Project Vicinity – Showing Buildings In Hollywood Are Substantially Shorter Than Proposed Project

Source: Google Earth Pro

Lack of Bike-Friendly Environment.

As shown in the following figure, and acknowledged on DEIR page IV.1-19, the Project Site is located on the LADOT’s identified High Injury Network (“HIN”), as shown on **Figure 5**.²⁰

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<https://ladotlivablestreets.org/overall-map/maps>

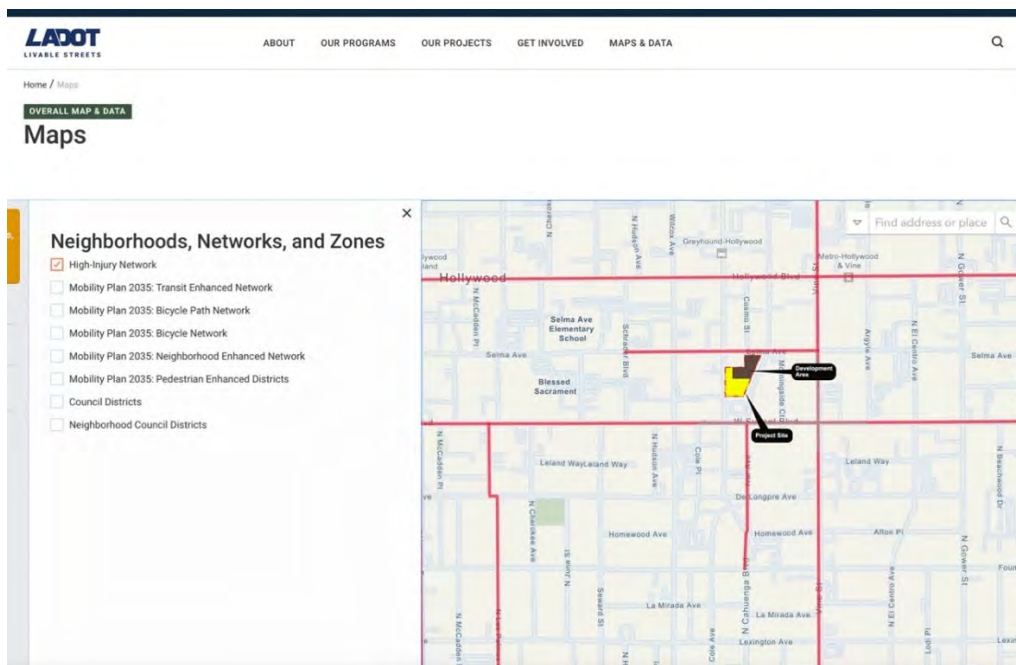


Figure 5 – Project’s Location In Proximity to the LADOT High-Injury Network
Source: <https://ladotlivablestreets.org/overall-map/maps>

There have been a number of bicycle traffic accidents in the Project vicinity as shown in **Figures 6 and 7**:

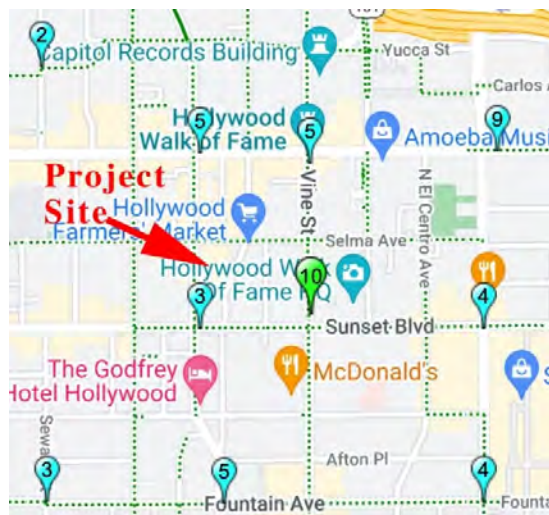


Figure 6 – Close-Up Showing Number of Bicycle Accidents In Project Vicinity – 1/1/2017 to 12/21/2022

Source: UC Berkeley Transportation Injury Mapping

SWITRS Query & Map

Result Summary

[New Query](#) / [Query by Case ID\(s\)](#) / [Help](#)

Date 01/01/2017 - 12/31/2022
County Los Angeles
City Los Angeles

Selected Filters

Bicycle Crash
 Yes

[Change Filters](#) [Download Raw Data](#)

Total Crashes	7,971	Total Victims	102 Killed & 8,120 Injured	State Highway	188 (2.4%)
Ped Crashes	90 (1.1%)	Bike Crashes	7,971 (100%)	Motorcycle Crashes	45 (0.6%)

[Overall](#) [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

7,714 of 7,971 (96.8%) crashes are mapped.



Figure 7 – Number of Bicycle Accidents In Project Vicinity – 1/1/2017 to 12/21/2022
 Source: UC Berkeley Transportation Injury Mapping

One of the Project Objectives is to: “Incorporate the best practices for smart growth by providing housing, employment, and retail/restaurant opportunities **within** an employment hub with walkable streets, **a bike-friendly environment**, and access to public transit.” Although the Project Site does have access to public transit, it is questionable the degree to which it constitutes a bike-friendly environment given its proximity to the HIN and the history of bicycle accidents in the area. The proposed Project therefore does not fully meet this stated objective and this must be acknowledged in the EIR and any Findings of Fact or Statement of Overriding Considerations.

Failure to Identify Significant Unmitigated Traffic Hazards Impacts.

Despite the fact that the proposed Project is projected to generate 2,479 new daily vehicle trips,²¹ the DEIR concludes that the proposed Project would not result in an increase of hazards on the HIN or to bicycles or pedestrians because: (1) vehicle access would be from two driveways along Ivar Avenue, rather than from Selma Avenue and Ivar Avenue is not on the HIN; (2) driveways would have adequate sight distances; and (3) the intersections located at either end of the block (Ivar Avenue/Selma Avenue and Ivar Avenue/Sunset Boulevard) are controlled with signals. This ignores the fact that the Project would introduce substantial additional daily trips in areas that have seen a substantial number of bicycle accidents in recent years and ignores the fact that a share of Project traffic will use Selma Avenue. The DEIR has therefore failed to identify the additional bicycle hazards resulting from the introduction of an excessively high-density building, and thus incompatible use, at this location. The EIR must be corrected to acknowledge the significant bicycle hazards impacts associated with the operation of the proposed Project and recirculated.

According to DEIR page IV-G-32:

Construction delivery/haul trucks would travel on approved truck routes between the Project Site and the Hollywood Freeway (US-101). Incoming trucks would exit the US-101 onto Gower Street, travel south on Gower and west on Selma Avenue to the Project Site. Outgoing trucks would exit the Project Site onto Selma Avenue, head east on Selma Avenue, north on Argyle Avenue, and onto the US-101 south bound on-ramp.

²¹ DEIR page IV.I-36.

Not only is Selma Avenue between the Project Site and Vine Street on the HIN, the intersection of Argyle Avenue and Yucca in the vicinity of US-101 is also on the HIN.²² The proposed Project would introduce a significant number of trucks per day during the 26-month construction period onto these segments of the HIN as shown in DEIR Table IV-G.12: 20 per day during demolition; 200 per day during grading; 670 per day during Mat Foundation; 80 per day during building construction, and 40 per day during construction/paving/landscaping. While TR-PDF-2 would provide for construction traffic management in the immediate vicinity of the Project Site, it would not address truck traffic on the other portions of the HIN which would be impacted by Project truck traffic. The DEIR has failed to identify the significant traffic hazard impacts that would result from the Project's introduction of significant construction traffic on the HIN. The DEIR must be revised and recirculated to identify this impact.

Inadequate Alternatives Analysis.

The alternatives analysis contained in DEIR Chapter 5 largely consists of conclusionary statements unsupported by substantial evidence and qualitative discussions based on relative decreases in size, unsupported by modeling of air and noise emissions. The EIR acknowledges that none of the alternatives would reduce the significant unavoidable noise and vibration impacts to less than significant levels, because they would have the same footprint as the proposed Project. For example, as page V-37 of the DEIR states in discussing Alternative 2:

It is anticipated that the maximum or peak day of construction activity, which serves as the basis of the construction noise analysis would be similar between Alternative 2 and the Project. This is because: (1) Alternative 2 would include the same footprint and a similar number of subterranean parking levels; (2) both Alternative 2 and the Project would be developed on the same site, and within the same distances to off-site sensitive receptors; and (3) given that both Alternative 2 and the Project would include high-rise mixed-use development, it is anticipated that they would require the same mix of construction equipment.

Alternative 3 would also fail to reduce the significant unavoidable noise and vibration impacts to less than significant levels for the same reasons, as noted on DEIR page V-63:

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<https://ladotlivablestreets.org/overall-map/maps>

This is because: (1) Alternative 3 would include the same footprint and a similar number of subterranean parking levels; (2) both Alternative 3 and the Project would be developed on the same site, and within the same distances to off-site sensitive receptors; and (3) given that both Alternative 3 and the Project would include high-rise mixed-use development, it is anticipated that they would require the same mix of construction equipment.

The EIR alternatives analysis is thus flawed because it fails to include alternatives that would obtain most of the Project objectives, but that would vary the parameters affecting the magnitude of the “unavoidable” noise and vibration impacts of the proposed Project, so as to reduce impacts by:

- (1) having a different footprint than the proposed Project; and/or,
- (2) having fewer subterranean parking levels; and/or
- (3) being located further from off-site sensitive receptors; and/or
- (4) being a lower-rise mixed-use development

Varying these parameters is particularly appropriate given that the Project applicant is requesting discretionary approvals to increase the Floor Area Ratio (“FAR”) of the Project and to reduce the side yard setbacks. Failing to include alternatives that vary the key parameters affecting the magnitude of the “unavoidable” impacts is manifestly unreasonable, particularly since it is possible to vary these parameters while still achieving an alternative that meets most of the project objectives. Failing to include such an alternative is contrary to CEQA:

“To facilitate CEQA’s informational role, the EIR must contain facts and analysis, not just the agency’s bare conclusions or opinions.” (Laurel Heights, *supra*, 47 Cal.3d at p. 404.) A potentially feasible alternative that might avoid a significant impact must be *discussed* and *analyzed* in an EIR so as to provide information to the decision makers about the alternative’s potential for reducing environmental impacts. . . .

CEQA does not permit a lead agency to omit any discussion, analysis, or even mention of *any* alternatives that feasibly might reduce the environmental impact of a project on the *unanalyzed theory* that such an alternative *might not* prove to be environmentally superior to the project. The purpose of an EIR is to provide the facts

and analysis that would support such a conclusion so that the decision maker can evaluate whether it is correct. By failing to mention, discuss, or analyze any feasible alternatives, the draft EIR and the final EIR failed to satisfy the informational purpose of CEQA, which included providing LAFCO with relevant information.²³

The DEIR pays lip service to attempting to define alternatives that would reduce the significant “unavoidable” impacts of the proposed Project, but rejects both of them as failing to reduce impacts substantially. The two alternatives that were rejected from analysis were: Approach A – Above-Grade Parking and Approach B – Extended Construction Duration. Both of these alternatives were rejected from analysis based on the assumption that they would only result in a 50% reduction in hourly truck trips and that this would result in a less than 3dBA L_{eq} noise reduction after accounting for ambient noise. These two rejected-from-analysis alternatives also did not vary key parameters identified in the DEIR as responsible for the significant unmitigatable impacts, thus the DEIR concluded that: “**due to the close proximity of the off-site noise sensitive receptors**, it would not be practical to reduce the construction noise levels to below the significance threshold as even a single piece of equipment would result in noise levels above the significance threshold.”

DEIR Figure VI.G-3 reproduced below shows the location of the Project Site in relation to the sensitive receptors in the area:

²³ Habitat & Watershed Caretakers v. City of Santa Cruz (2013) 213 Cal.App.4th 1277, 1304-1305.



DEIR Table IV.G-6, reproduced below, shows the distance of the sensitive receptors to the nearest Project Site Boundary:

**Table IV.G-6
 Description of Noise Measurement Locations**

Receptor Location	Description	Approximate Distance from Measurement Location to Nearest Project Site Boundary (feet)^a	Nearest Noise-Sensitive Land Use(s)
R1	Triangle Square Apartments at the northeast corner of Ivar Avenue and Selma Avenue, northeast of the Project Site	120	Residential
R2	Los Angeles Film School at the northeast corner of Ivar Avenue and Sunset Boulevard, southeast of the Project Site.	150	School
R3	Future Hotel use at the northwest corner of Ivar Avenue and Sunset Boulevard, south of the Project Site.	215	Hotel (Future)
R4	Goya Studios on the west side of Cahuenga Boulevard, west of the Project Site. R4 also represents the future hotel use south of the Goya Studio.	140	Recording Studio, ^b Hotel (Future)
R5	Dream Hollywood Hotel on the north side of Selma Avenue, northwest of the Project Site	310	Hotel
R6	Cosmo Lofts on the west side of Cosmo Street, north of the Project Site.	220	Residential
R7	Sound Factory (recording studio) on the north side of Selma Avenue, across from the Project Site to the north. R7 also represents the Ivar Theatre located adjacent to the Sound Factory to the north.	50	Recording Studio, ^b Theater

^a Distances are estimated using Google Earth.

^b Recording studio uses are not considered noise sensitive uses by the L.A. CEQA Thresholds Guide. Therefore, the Goya Studios represented by receptor location R4 and the Sound Factory studio represented by receptor location R7 are included in the noise analysis for informational purposes only.

Source: Acoustical Engineering Services (AES), 2021. See Appendix G of this Draft EIR.

DEIR Table IV.G-11 reproduced below shows that the proposed Project would result in significant noise impacts to Sensitive Receptors R1, R2, R6 and R7. DEIR Table IV.G-20 indicates that even with mitigation, impacts to Sensitive Receptors R1 and R7 would be significant.

**Table IV.G-11
 Construction Noise Impacts**

Off-Site Receptor Location	Approximate Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Phases (Leq (dBA))					Existing Daytime Ambient Noise Levels (Leq (dBA))	Significance Criteria (Leq (dBA)) ^a	Maximum Noise Exceedance Above the Criteria (Leq (dBA))	Significant Impact Without Mitigation?
		Demo	Grading	Mat Foundation	Building Foundation	Building Construction Paving/ Landscape				
R1	120	78.0	79.5	78.4	78.6	78.2	59.8	64.8	14.7	Yes
R2	150	76.1	77.8	76.8	77.3	76.5	65.9	70.9	6.9	Yes
R3	215	63.1	65.1	64.0	64.7	63.7	63.3	68.3	0.0	No
R4	140	66.7	68.3	67.3	67.8	67.0	67.0	72.0	0.0	No
R5	310	60.1	62.3	61.2	62.0	60.8	65.9	70.9	0.0	No
R6	220	72.9	74.9	73.9	74.5	73.5	60.9	65.9	9.0	Yes
R7	50	85.1	85.8	84.9	85.3	85.0	59.7	64.7	21.1	Yes

^a Significance criteria are equivalent to the measured daytime ambient noise levels (see Table IV.G-7 on page IV.G-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels exceed those significance criteria, a construction-related noise impact is identified.

Source: AES, 2021. See Appendix G of this Draft EIR.

Figure 8 below shows the proximity of the Project footprint to these sensitive receptors:



Figure 8 – Proximity of Project Footprint to Sensitive Receptors (Amenity Deck Shown in Yellow, Tower in Red)

Source: DEIR Figure VI.G-3 overlaid onto DEIR Figure II-3

Figure 9 provides a suggestion for the approximate footprint for an Alternative designed to increase the distance of the development and construction footprints from impacted Sensitive Receptors R1, R2, R6 and R7. The amenity deck/parking structure footprint is shown in dark green and the building footprint is shown in light green. The area in white would include driveways, drop-off areas and at-grade landscaping. Under this alternative, grading and demolition activities would occur over an extended period of time to reduce impacts. This new Alternative would have a FAR of 3:1, the same mix of residential and commercial uses as the proposed Project. Two versions of this alternative should be included, one with the same share of affordable housing units as the Project, and one where the share of housing units allocated to extremely low, low and moderate income persons would be increased to 30 percent of the units. This Alternative could meet all of the project objectives and the version with an increased share of affordable units would be superior to the proposed Project in terms of neighborhood compatibility and provision of affordable housing. The DEIR should be revised to include analysis of an alternative consistent with the concepts suggested, and which has been designed to reduce the “unavoidable” construction noise and vibration impacts of the proposed Project.



Figure 9 – Proximity of Suggested Alternative Footprint to Sensitive Receptors

Source: DEIR Figure VI.G-3 and DEIR Figure II-3 with Suggestions Overlaid

The DEIR should also have included a No Project-Consistent With Existing Zoning and FAR Limitations Alternative that includes the same mix of land uses as the proposed Project, but does not include the requested setback and FAR discretionary approvals included in the proposed Project. CEQA Guidelines §15126.6(a)(2) specifies:

(2) The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, **as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.** If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)

The DEIR therefore should have included a Reduced Density Alternative with a FAR of 3.1:1, in addition to Alternative 2. Based on DEIR Table V-1, it appears that such an alternative would have a total floor area of 200,688 sf, and a height of 10 floors (155 feet), if occupying the same footprint as the proposed Project. This alternative could also be designed to reduce the footprint so as to be located further from off-site sensitive receptors. This alternative could also be designed to include affordable housing at levels more consistent with the City’s RHNA goals.

Inappropriate Reliance on Project Design Features (“PDFs”) When Making Impact Judgements.

The EIR for the proposed project understates Project impacts by improperly relying on Project Design Features (“PDFs”), which are in fact mitigation measures, as a basis for concluding that Project impacts are less than significant. In Lotus v. Department of Transportation (2014) 223 Cal.App.4th 645, the Court found that an EIR violated CEQA by incorporating proposed mitigation measures into the description of the project, and then basing its conclusion of less-than-significant impacts in part on those mitigation measures. This is exactly what has been done in the EIR for the proposed Project. The

Court found that this improperly compressed the analysis of impacts and mitigation measures into a single issue.

In Lotus, Caltrans was found to have certified an insufficient EIR based on its failure to properly evaluate the potential impacts of a highway project. The Lotus Court found that Caltrans erred by:

. . . incorporating the proposed mitigation measures into its description of the project and then concluding that any potential impacts from the project will be less than significant. As the trial court held, the “avoidance, minimization and/or mitigation measures,” as they are characterized in the EIR, are not “part of the project.” They are mitigation measures designed to reduce or eliminate the damage to the redwoods anticipated from disturbing the structural root zone of the trees by excavation and placement of impermeable materials over the root zones. By compressing the analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA. Lotus v. Dep’t of Transp., 223 Cal.App.4th at 655-656.

The Court ordered Caltrans’ certification of the EIR be set aside, finding:

[T]his shortcutting of CEQA requirements subverts the purposes of CEQA by omitting material necessary to informed decisionmaking and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences. The deficiency cannot be considered harmless. Id. at 658.

The EIR for the proposed Project improperly relies on a number of PDFs which are in fact mitigation measures. These include, but are not limited to, the following:²⁴

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.

²⁴ DEIR pages I-10 to I-13.

GHG-PDF-1: The design of the new building shall incorporate the following sustainability features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Certified or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project achieve LEED® Certification or equivalency shall include, but not be limited to, the following:

- Exceeding Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2019 Building Energy Efficiency Standards requirements.
- 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.

GHG-PDF-2: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

NOI-PDF-2: All outdoor mounted mechanical equipment will be screened from off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight from the equipment to the off-site noise-sensitive receptors.

NOI-PDF-3: Project construction will not include the use of driven (impact) pile systems.

NOI-PDF-4: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 75 dBA (Leq-1hr) at a distance of 15 feet from the amplified speaker sound systems at Level 4 amenity deck, and 80 dBA (Leq-1hr) at a distance of 25 feet from the amplified speaker sound systems at Level 25 roof deck. A qualified noise consultant will provide written documentation that the design of the system complies with this maximum noise level.

WAT-PDF-1: In addition to regulatory requirements, 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:

- High-Efficiency Toilets with a flush volume of 1.0 gallon per flush;
- Showerheads with a flow rate of 1.5 gallons per minute, or less;
- Domestic Water Heating System located in close proximity of point(s) of use;
- Individual metering and billing for water use for commercial space;
- Drip/Subsurface Irrigation (Micro-Irrigation);
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together);
- Drought-Tolerant Plants

In addition, the following PDF, which is clearly a mitigation measure, was added to the EIR as an FEIR revision:²⁵

NOI-PDF-5: Stationary construction equipment (e.g., generators and air compressors), should be integrated with a temporary noise barrier and be located as far from noise-sensitive receptors, as feasible.

As a result of treating mitigations as Project Design Features, the EIR understates Project air quality, greenhouse gas, noise and water impacts. The EIR must therefore be corrected and recirculated.

Failure to Evaluate and Identify Aesthetic Impacts to Historic Resources.

As noted on DEIR page I-2, the City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to aesthetics based on Senate Bill 743 as embodied in Public Resources Code (“PRC”) § 21099(d). However, the EIR authors clearly did not read the entirety of PRC § 21099(d), which states:

(d) (1) Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.

PRC § 21099(d)(2)(A) clearly states that for “the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.” The DEIR should therefore have addressed the Project’s potential to result in significant aesthetic impacts on historical or cultural resources.

²⁵ FEIR page III-12. It should be noted that the “as feasible” language in the PDF renders it useless.

The Courts have distinguished between historic resource impacts and aesthetic impacts to an historic resource. As explained in Protect Niles v. City of Fremont (2018) 25 Cal.App.5th 1129:

Under CEQA, it is the state’s policy to “[t]ake all action necessary to provide the people of this state with . . . enjoyment of *aesthetic*, natural, scenic, and *historic* environmental qualities.” (Pub. Resources Code, § 21001, subd. (b); italics added; see *id.*, § 21060.5 [defining “ ‘environment’ “ to include “objects of historic or aesthetic significance”].) Thus, “aesthetic issues are properly studied under CEQA.” (Preserve Poway v. City of Poway (2016) 245 Cal.App.4th 560, 577 [reviewing cases].) As guidance for evaluation of aesthetic impacts, the CEQA Guidelines suggest agencies consider whether a proposed project would “[s]ubstantially degrade the existing *visual character* or quality of the site and its *surroundings*.” (CEQA Guidelines, appen. G, § I, subd. (c), italics added [environmental checklist form].) . . .

In sum, we conclude a project’s visual impact on a surrounding officially-designated historical district is appropriate aesthetic impact review under CEQA. We do not believe this view undermines the separate scheme for CEQA review of environmental impacts on historical resources. (See Pub. Resources Code, § 21084.1; CEQA Guidelines, § 15064.5(a), (b).) As noted, those rules focus on direct physical changes to historical resources themselves that materially impair those resources’ historical significance, not a project’s aesthetic impact on its historical setting.⁹ (See Eureka, *supra*, 147 Cal.App.4th at pp. 374–375.) We do not believe the Legislature intended CEQA review to overlook a project’s aesthetic impact on a historical district where the Legislature expressly provided that CEQA addresses projects’ aesthetic and historic environmental impacts (Pub. Resources Code, § 21001, subd. (b)), specified that any objects of historical or aesthetic significance are part of the environment (*Id.*, § 21060.5), and intended that CEQA be liberally construed to afford the fullest possible protection to the environment (Laurel Heights Improvement

Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 390).²⁶

This view that an EIR must address a project’s aesthetic impacts on historic resources, separate and apart from assessing a project’s historic or cultural resources impacts, has been affirmed by our courts as recently as December of 2022. The Court in Save the Capital v. Cal. Dep’t of Gen. Servs., held that:

Indeed, a project’s compatibility with a historical resource “is properly analyzed as an aesthetic impact.” (Protect Niles v. City of Fremont (2018) 25 Cal.App.5th 1129, 1134, 236 Cal.Rptr.3d 513.) .

..

It is state policy under CEQA “to ‘[t]ake all action necessary to provide the people of this state with ... enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities.’ (§ 21001, subd. (b); italics added.)” (Pocket Protectors v. City of Sacramento (2004) 124 Cal.App.4th 903, 936-937, 21 Cal.Rptr.3d 791.) Under CEQA, the issue of aesthetics “is not the judging of the individual beauty of the [p]roject, but rather [the] physical elements of the preexisting environment the [p]roject may significantly impact.” (Eureka Citizens for Responsible Government v. City of Eureka (2007) 147 Cal.App.4th 357, 376, 54 Cal.Rptr.3d 485.) Aesthetic issues “include impacts on public and private views and on the historic character of the project site and surrounding area.” (Preserve Poway v. City of Poway, *supra*, 245 Cal.App.4th at p. 577, 199 Cal.Rptr.3d 600.) Aesthetic issues also include the environmental impact of light and glare caused by a project. (See, e.g., Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist. (2013) 215 Cal.App.4th 1013, 1038, 156 Cal.Rptr.3d 449; Guidelines, Appendix G.)

²⁶ Footnote 9 in the case reads as follows:

Although CEQA Guidelines section 15064.5, subdivision (b)(1) refers to physical change of “the resource or its immediate surroundings,” subdivision (b)(2) defines material impairment only in terms of physical changes to the resource itself. The governing statute, Public Resources Code section 21084.1, does not refer to immediate surroundings.

As documented on pages IV-B-21 to IV.B-24 and quoted below, with the exception of the ten-story RCA West Coast Headquarters building, the historic resources in the project vicinity are mainly one, two and three-story buildings. Identified historic resources include:

- A. **1622 Wilcox Avenue (Location A):** Located northwest of the Project Site, this building is historically known as the Hotel Mark Twain. The **three-story building** was designed in Mission Revival style and constructed in 1923. The building was identified in the 2020 Survey as eligible for listing in the California Register and for local designation as a significant example of a property associated with Los Angeles' African American community.
- B. **6422 Selma Avenue (Location B):** Located west of the Project Site, the **one-story** Vernacular-style commercial building was constructed in 1909. It was identified in the CRA's prior 2010 Survey as eligible for listing in the California Register and for local designation. It was also identified in the 2020 Survey, but as eligible only for local designation. Both the 2010 and 2020 Surveys identified the building as a rare example of commercial development that pre-dates Hollywood's consolidation with the City of Los Angeles in 1910.
- C. **1601 Cahuenga Boulevard (Location C):** Located northwest of the Project Site, this building is historically known as the Maron building. This building is a **two-story** mixed-use building designed in a Neoclassical style by the architecture firm Meyer and Holler, Inc. and constructed in 1925. It was identified in the 2010 Survey as eligible for listing in the National Register, California Register, and for local designation. It was also identified in the 2020 Survey as eligible for listing in the California Register and for local designation. Both the 2010 and 2020 Surveys identified the building as a rare example of early commercial development located along a former streetcar line in Hollywood.
- D. **6361 Selma Avenue (Location D):** Located north of the Project Site, the **two-story** Vernacular-style building was designed by architect H.D. Frankfurt and constructed in 1925. Between 1961

and 1980, the building was used as a recording studio by Moonglow Records and Recording (later known as the Sound Factory), a prominent independent record label. It was identified in the 2010 Survey as eligible for listing in the California Register and for local designation. Both the 2010 and 2020 Surveys identified the building for its significant association with the recording industry.

With its history as one of the few surviving recording studios in Hollywood dating back to the 1960s, and with the huge number of iconic artists and recordings that made magic in the building, the Sound Factory property – located a mere 50 feet from the Project and that would literally be towered over by the Project, blocking the Sound Factory’s views and light especially from the south, and blocking views of the Sound Factory – is both a historic and cultural resource.

- E. **1615 Vine Street (Location E):** Located northeast of the Project Site, this building is historically known as the Wilkes Vine Street Theater, Vine Theater, and Doolittle Theater. The **two-story** theater was designed in the Beaux Arts style by the architect Myron Hunt and constructed in 1926. It has been evaluated multiple times and has various status codes associated with these evaluations. It was identified in the 2010 Survey as eligible for listing in the National Register, California Register, and for local designation, although the 2010 inventory form does not note why the building is eligible for listing. It was identified in the 2020 Survey as eligible for listing in the California Register and for local designation for its significant association with the entertainment industry.

- F. **6363 Sunset Boulevard (Location F):** Located southeast of the Project Site, this building is historically known as the RCA West Coast Headquarters. The **ten-story** commercial office building was designed in the Corporate International style by the architect Albert C. Martin and constructed in 1963. It was identified in the 2010 Survey as eligible for listing in the California Register and for local designation for its association with the recording industry. It was identified in the 2020 Survey as eligible for listing in the National Register, California Register, and for local

designation as an excellent example of Corporate International architecture as well as the work of Albert C. Martin.

G. 6360 Sunset Boulevard (Location G): Located southeast of the Project Site, this building is historically known as the Cinerama Theater. The **one-story** theater building was designed as a Googie-influenced concrete dome by the architectural firm Welton Becket & Associates and constructed in 1963. It is designated as HCM No. 659 for its association with the history of the Pacific Theaters and Cinerama, Inc. and association with the advancement in theater technology, specifically a widescreen display method that employed a deeply curved screen known as Cinerama. It is also an excellent example of Googie and Mid-Century Modern architecture as the work of Welton Becket & Associates.

H. 6300 Sunset Boulevard (Location H): Located southeast of the Project Site, this **three-story** bank and commercial office building was designed in the New Formalist style by the architectural firm Welton Becket & Associates and constructed in 1966. It was identified in the 2010 Survey as eligible for listing in the California Register, and for local designation as an excellent example of Late Modern architecture as well as the work of architect Welton Becket. It was identified in the 2020 Survey as eligible for listing in the National Register, California Register, and for local designation as an excellent example of New Formalist commercial architecture in Hollywood as well as the work of Welton Becket & Associates. (Emphasis added.)

As documented earlier in this letter, the proposed Project would be substantially out of scale and character with development in the vicinity of these historical resources. This would constitute significant aesthetic impacts of the proposed Project on historic and/or cultural resources. In addition, the project would result in a cumulatively considerable contribution to cumulative aesthetic impacts to historic resources in the Hollywood area, as the result of increases in height inconsistent with the historic pattern of development. The DEIR must be corrected to acknowledge these significant impacts of the Project and recirculated for public review and comment.

Air Quality Finding of Less Than Significant Impacts Depends on Construction Timing Assumptions, Yet There is No Mechanism For Insuring Assumptions Will Be Met.

As noted by the Air Quality Management District in its comments on the DEIR, the “[e]stimate of Maximum Regional Project Daily Construction Emissions (pounds per day or lbs/day) shows that the Proposed Project’s construction NOX emissions are significantly close to the South Coast AQMD Regional Air Quality Significant Thresholds, 98 lbs/day compared to 100 lbs/day.”²⁷ In responding to the AQMD’s concerns about the treatment of truck trips in the analysis, the EIR’s authors indicated that the obtained value of 98 lbs/day was based on 69,333 cubic yards of export over 152 work days, a maximum truck trip length of 25 miles, and a total of 200 daily vendor (i.e. truck trips) per day during grading/excavation. Given that the stated assumptions yield an emissions estimate that is just under the significance threshold, the EIR must include a mitigation measure to ensure that the assumptions are not violated, as follows:

- **New Mitigation** - In order to ensure that air emissions will not exceed AQMD thresholds: no more than 69,333 cubic yards of export from the site shall be allowed; the number of grading/excavation work days shall not be more than 152 work days; the maximum truck trip length shall not be more than 25 miles; and no more than 200 daily truck trips per day shall be allowed during grading/excavation. In the event that values are exceeded, work on the Project shall stop pending additional environmental review, including the imposition of additional mitigation measures.

In the absence of such a mitigation measures, the potential for significant impacts remains.

Failure To Comply With The Duty to Mitigate – Noise and Vibration.

The proposed Project will result in significant and “unavoidable” construction noise and vibration impacts. However, the EIR fails to include all feasible mitigation measures to reduce impacts. This violates CEQA. PRC § 21002 reads in part:

§ 21002. APPROVAL OF PROJECTS; FEASIBLE ALTERNATIVE OR MITIGATION MEASURES

The Legislature finds and declares that it is the policy of the state that public agencies **should not approve projects as proposed if**

²⁷ FEIR page II-5.

there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.

CEQA Guidelines Section 15126.4 reads in part:

15126.4 CONSIDERATION AND DISCUSSION OF MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT EFFECTS.

(a) Mitigation Measures in General.

(1) An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy.

(A) The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. **This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR.** (Emphasis added).

Failure to Provide Adequate Mitigation For Vibration Damage Impacts.

Mitigation Measures NOI-MM-2, the vibration mitigation, as written, will result in significant unmitigated vibration damage impacts that are not acknowledged in the EIR. NOI-MM-2 is inadequate as written for a number of reasons. First, it lacks sufficient specification of the building(s) to be inspected and documented, describing it only as “the single-story building adjacent to the Project Site to the northwest.” Second, the mitigation only requires the acoustical engineer to develop and implement a vibration monitoring program during demolition, shoring and excavation, but does not require monitoring

during the remainder of construction. The Mitigation must be augmented to address vibration monitoring during all phases of construction. Third, the measure as written does not provide for the vibration monitor to halt construction until the potentially damaging vibration level of 0.3 inch/second PPV for engineered concrete and masonry (no plaster) buildings is reached. This ignores the fact that non-engineered timber and masonry buildings are damaged at 0.20 inch/second PPV. The measure needs to be modified to require that construction be halted prior to reaching the threshold for possible damage to nearby buildings and to require that at no time shall vibration levels meet or exceed 0.20 inch/second PPV. Fourth, it is inappropriate for the mitigation measure to allow for vibration levels in excess of the threshold of significance. Sections e) and f) of NOI-MM-2 provide that:

- e) In the event that the regulatory ground vibration level are exceeded and there is documented evidence including a visual inspection that no damage has occurred, the ground vibration levels can be increased to the criteria for the previous building structural category in increments as follows, subject to review and approval by the City, up to a maximum regulatory ground vibration level of 0.5 inch/second (PPV), or equivalent level.
- From Category II to Category I [0.30 to 0.50 inch/second (PPV), or equivalent level].

If the regulatory ground vibration level is increased, the warning level shall also be increased matching the corresponding Category as follows:

- Category I: 0.45 inch/second (PPV)
- f) If new regulatory and warning levels are set pursuant to Item “e” above, they can be exceeded and increased again pursuant to the same requirements in item “e”.

As written the mitigation would allow for increasing vibration levels up to the point where damage actually occurs. Sections e) and f) of the mitigation must therefore be deleted as they provide for a significant impact to occur.

Fifth, allowing for increasing levels of vibration up to the point of damage to an adjacent building would also allow for increasing levels of human annoyance impacts to

occur and would worsen this unmitigated impact. Sections e) and f) of the mitigation must therefore also be deleted for this reason.

Sixth, the mitigation provides for no mechanism for nearby building owners, including the owner of the one building specified in the mitigation measure, to report observed vibration damage, to request an assessment, to request construction be stopped pending investigation, to trigger changes in vibration monitoring, and to receive compensation for any damage to their buildings. The potential for significant unmitigated construction vibration impacts thus remains.

Seventh, the mitigation provides that at “the conclusion of vibration-causing construction, the qualified structural engineer shall issue a follow-up letter describing the damage, if any, to immediately adjacent building and recommendations for repair, as may be necessary.” However, the mitigation fails: to require that any and all repairs be conducted at the Project applicant’s expense and to the satisfaction of the owner of the damaged building; to require that a bond or mitigation trust fund be established prior to the start of any construction-related activities; to prohibit issuance of a certificate of occupancy for the Project until repairs are completed to the satisfaction of the owner of the damaged building; or to in any way guarantee that repairs will actually occur. The mitigation must be corrected to provide for these remedies and guarantees.

Mitigation Measures NOI-MM-2 therefore fails to adequately provide for vibration-related mitigation. The Mitigation Measure must be corrected to remedy these deficiencies or the EIR must be corrected to identify unmitigated vibration damage impacts from the proposed Project and recirculated.

Failure to Provide Mitigation for Construction Noise and Vibration Impacts to Sensitive Receptors Including the Sound Factory.

As specified in the DEIR, the proposed Project will result in significant unmitigated impacts to the Sound Factory. The Sound Factory is identified as Sensitive Receptor No. 7 on DEIR Table VI.G-6, as well as to Sensitive Receptor No. 1. DEIR Table IV.G-20 indicates that the Sound Factory will experience significant unavoidable construction noise impacts. DEIR Table IV.G-22 indicates that the Sound Factory will also experience significant unavoidable vibration impacts – human annoyance due to construction activities. In addition, DEIR page IV.G-54 indicates that “potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated haul routes would be significant without mitigation.” Both the on-site and off-site construction

activities would result in significant unmitigated vibration-human annoyance impacts per DEIR page IV.G-57.

The proposed Project has the potential to threaten the continued operations of the Sound Factory and to result in the loss of employment opportunities for highly trained workers. The Sound Factory has submitted evidence from an acoustical expert into the record documenting that Project construction will make operation of the Sound Factory recording facility impossible during the period of Project construction (approximately 26 months).²⁸ In turn, that could lead to the physical deterioration or loss of the historic Sound Factory building through disuse. The following mitigations must be added to reduce the significant “unavoidable” construction-related noise and vibration impacts of the proposed Project and to avoid the damaging and/or closing of the business and Project-induced loss of employment for highly trained workers:

- **New Mitigation:** Prior to the issuance of any grading or construction permits, the Project applicant shall establish a mitigation trust fund to be administered by an independent financial company agreeable to both the Project applicant and the Sound Factory. The trust shall be funded and replenished at a level sufficient to provide for mitigation of any damage or lost income resulting from Project impacts on the Sound Factory building and its business. At a minimum the trust shall be funded at a level equivalent of 28 months of Sound Factory revenue for the prior 28 months. Each month during Project construction, the Sound Factory shall submit a report to the trustee documenting the difference between Sound Factory revenues/billings for the month in question and Sound Factory average monthly revenues for that month for the two years prior to Project construction. Within ten days of receipt of the report, the trustee shall pay the Sound Factory the difference between the average monthly revenue for the month, and the revenue/billing the Sound Factory has posted for the month in question during the period of Project construction. In the event that compensation for monthly lost revenue is not received within ten days of report submittal, Project construction shall be stopped pending payment.
- **New Mitigation:** Heavy Construction, site clearing, use of haul routes and activities that generate noise and vibration shall be restricted to the hours of 6:00 AM to 12:00 PM Monday through Friday, and 8:00 AM to 12:00 PM on

²⁸ See for example email to the City re Case ENV-2019-5591-EIR transmitting letter from Leo Mellace to Artisan Ventures, dated November 7, 2022 with attachments and hyperlinks.

Saturday. Construction activity that does not generate noise and vibration is permitted until 4:00 PM Monday through Saturday.

- **New Mitigation:** All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.
- **New Mitigation:** Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses and to achieve noise levels of less than 75dBA at the property line.
- **New Mitigation:** Construction equipment or construction methods that generate peak noise levels which would exceed 75 dBA at the property line shall be prohibited.
- **New Mitigation:** If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor. Any noise barrier around stationary equipment shall be sufficiently high to block the direct path between all parts of the construction equipment and sensitive receivers such as the Sound Factory recording studios. All gaps between barrier panels and at the bottom of the barrier shall be sealed to avoid sound leaks.
- **New Mitigation:** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.
- **New Mitigation:** Noticing of the scheduling of various phases of construction shall be submitted to the adjacent recording studios and property abutters 90 days in advance of activities and will identify the dates of activity, the hours of activity, types of equipment to be used on each day and the associated noise and vibration levels anticipated. Lane closures on the adjacent streets shall be similarly noticed. Truck staging shall not occur on public property adjacent to

or in the immediate vicinity of the Project site. Trucks shall be called to the project site on an as-needed basis. The use of steel plates on Selma Avenue, Cahuenga Blvd., and Ivar Avenue, within 500 feet of the Sound Factory shall be prohibited; only noise-reducing composite road plates with rubber edges to dampen road noise shall be used in these areas.²⁹

- **New Mitigation:** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.
- **New Mitigation:** The audio system and activities during special events on all outdoor terraces and assembly spaces shall be designed and managed such that the maximum noise levels generated by special events shall not exceed ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Sample noise measurements shall be recorded during the first three special events to demonstrate that acceptable noise levels are achieved. The Project applicant shall keep a written log of any noise-related complaints that are received and shall make the necessary corrective actions to effectively satisfy the above noise standards to the satisfaction of the Planning Director and Building and Safety. Noticing of the scheduling of special events and other various uses of the amenity deck and terraces shall be submitted to the adjacent recording studios and property abutters 45 days in advance of activities and will identify the dates and type of activity.
- **New Mitigation:** The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact. The qualified vibration consultant shall be capable of addressing and resolving any issues caused by construction-related vibration incurred at the Sound Factory facility. To the extent that the Sound Factory cooperates with this measure, monitoring activities shall include the following:

²⁹ See <https://www.vanguardgroup.co.nz/2023/03/steel-vs-composite-road-plates/>; and <https://www.civilsafetyproducts.com.au/2019/06/13/road-plates-from-civil-safety-products-whisper-quiet-reusable-high-quality/>

- a) Installation of internal and external noise and vibration monitors at the Sound Factor's exterior walls facing the Project site, the roof of the Sound Factory and within the recording studios;
 - b) Pre-construction tests to establish maximum sound and vibration levels that will not affect internal noise and vibration levels at the Sound Factory;
 - c) Continuous operation of monitors during construction activities to measure whether construction activities have caused internal noise and vibration levels to exceed thresholds established pursuant to "b" above;
 - d) Installation of video cameras to provide, where necessary, a visual record of what activity has caused any breach of identified noise and vibration thresholds pursuant to "b" above.
- **New Mitigation:** The Project applicant shall install a temporary absorptive insulating sound curtain to a minimum height of 8 feet above grade during the construction period that effectively blocks the line-of-sight between the Project Site and the adjacent Sound Factory building.

Failure to Require Use of Approved Truck Routes – The Project Analysis is Based on Truck Routes That Are Not Consistent With Approved City Truck Routes.

As explained on FEIR page II-16:

With regard to hauling, as discussed in the Draft EIR, construction delivery/haul trucks would travel on approved truck routes between the Project Site and the Hollywood Freeway (US-101). Incoming trucks would exit the US-101 onto Gower Street, travel south on Gower Street and west on Selma Avenue to the Project Site. Outgoing trucks would exit the Project Site onto Selma Avenue, head east on Selma Avenue, north on Argyle Avenue, and onto the US-101 south bound on-ramp. As discussed in Section IV.G, Noise, of the Draft EIR, haul truck noise along Selma Avenue would be significant and unavoidable during hauling activities.

However, this is inconsistent with the approved Truck Routes for the Area specified in the City's NavigateLA system, as shown in **Figures 10 and 11:**

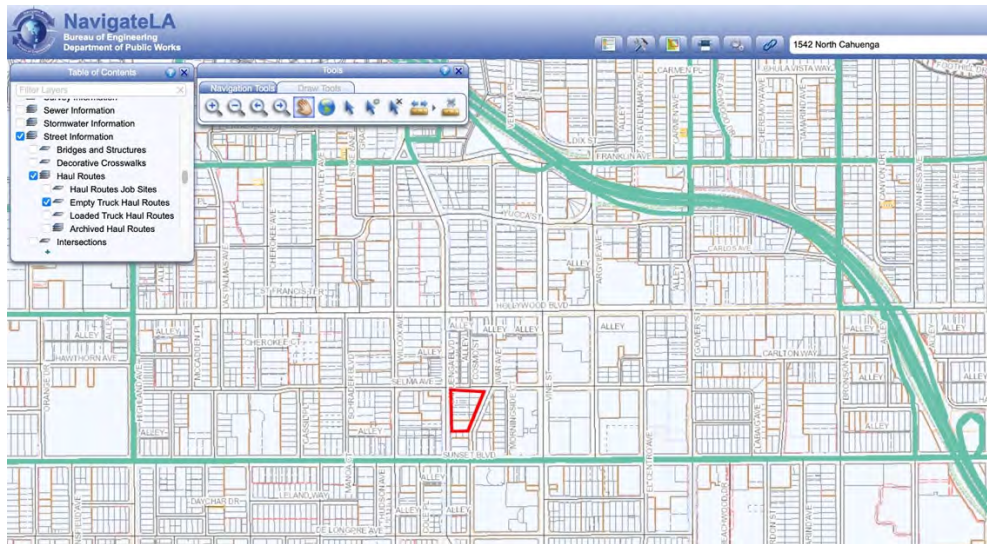


Figure 10 – Approved Haul Routes – Empty In-Bound Trucks (Project Site in Red)
Source: NavigateLA

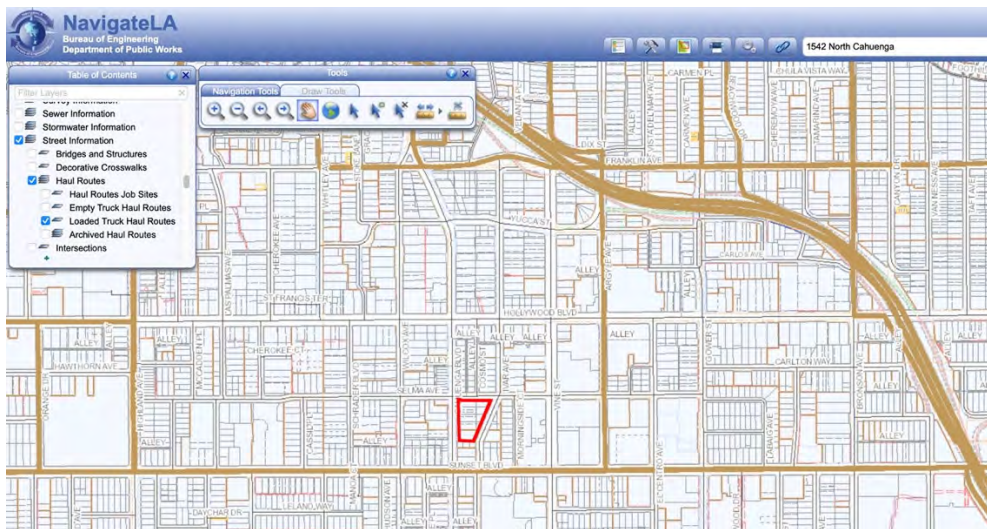


Figure 11 – Approved Haul Routes – Loaded Trucks (Project Site in Red)
Source: NavigateLA

Selma Avenue is not an approved Truck Route, per NavigateLA. Use of Selma Avenue for truck traffic results in significant off-site truck noise impacts on Selma Avenue (between Argyle Ave. and the Project Site) and on Selma Avenue (between Gower St. and Argyle Avenue) per DEIR Table IV.G-12, which are classified as

significant and unavoidable.³⁰ The DEIR must include a mitigation measure which prohibits truck use on Selma Avenue, which is not an approved truck route. This is both a feasible mitigation measure which would substantially lessen the significant environmental effects of the Project on land uses on Selma Avenue and consistent with the City's specified haul routes:

- **New Mitigation** – Project construction truck use of Selma Avenue shall be prohibited. Haul trucks shall be required to use approved truck routes, which do not include Selma Avenue.

The noise analysis must be redone and the EIR recirculated based on the use of approved truck routes for Project truck traffic, as this may result in new construction noise impacts and/or increased noise levels along other streets in the project vicinity such as Ivar Avenue or Cahuega Blvd. and Sunset Boulevard, and the EIR must be recirculated for public review and comment. The EIR must be redone to include an analysis of alternative truck routes to determine the impact-reducing route.

Inadequate Assessment of Infrastructure Impacts.

The analysis of Project water and wastewater impacts is largely based on the City's One Water LA 2040 Plan³¹ which was completed in April of 2018, before new SCAG RHNA numbers were released and the City's 2021-2029 Housing Element³²

³⁰ DEIR page IV.G-48.

³¹ The LA One Water 2040 Plan is available at:
https://www.lacitysan.org/oam/server/obrareq.cgi?encquery%3DSFye5PvjaNWXLPGAOOoKY20DpPSVF0JkIcH0SYhIUjr5u2TO%2BXMt2EEOmxBAIt3e919mKfGAjSoOyEePr2SGQun090quWoYJIGG4GIr3SsLtG1%2B%2FrSNPj0ZBznZVtqQdFaMcRfQjeFRIU7XX%2BpCEiKE7Ejq0ebrSJ%2F0zgLI53ruOi6LGoCIsFW8jZ4G%2F%2B30ny41zkXV4fgJk5kXqAZmusOv5VViTsmo5uzzy9YKysb20ZfPrWEXuVJUtGoRDMDf1KMy2z29303PL4aHiLcle%2BsvRPkegZmFazVdqKNYodzEu1Ocj8788BTT0ePN2bZnzCuwimwshnqpvlzx3JufVlyWHOmgGUiOnCHWHiBf6Atq2R24ruV16G2dZxjjR52FE3kC1Y8sQnlxgtG5%2FWmZUzmC6Urn9Rppj%2Fw%2BMcwuD63Ny4b2wOFzsQAJ0P9ih4gnz0PoWtADOdRYebmFfd%2FgAQrPHqbDFjSKLS2k74ZQ2kkozRv0NqutiXjTQIYYHiS6%2Bw6E%2FFUI0ZqlTP4%2BYur3%2BwN5t8ABNEKdldiFnqvoAteQzHizVojKMieof9rKa4KMTt8czO7Me6HLTy%2B%2BNB47NZfjb9WUaQJw5fzsvr5v0U94iGsgkRH5Li5s11pOI1NIq%20agentid%3DSAN_Prod11gWebGate%20ver%3D1%20crmethod%3D2

³² See DEIR IV.F-8 which discusses the 2021-2029 Housing Element.

identified a need to create a Rezoning Program to meet the 255,432-unit housing shortfall identified in the RHNA. The One Water LA 2040 Plan is therefore outdated.³³

Both the City's Housing Element and the City's Hollywood Community Plan Update EIRs³⁴ have failed to adequately analyze the impact of this up-zoning on infrastructure capacity. For example, Master Response 4 from the FEIR for the Hollywood Community Plan Update ("HCPU"), in attempting to dismiss comments regarding the need for a real assessment of the potential infrastructure impacts of the HCPU received during the public comment period from November 15, 2018 to January 31, 2019 states:³⁵

³³ See Chapter 4 – Adequate Sites for Housing of the City's Housing Element available at: [https://planning.lacity.org/odocument/f5ac3c70-3f89-44c4-a05c-58f93d32c426/Chapter_4_-_Adequate_Sites_for_Housing_\(Adopted\).pdf](https://planning.lacity.org/odocument/f5ac3c70-3f89-44c4-a05c-58f93d32c426/Chapter_4_-_Adequate_Sites_for_Housing_(Adopted).pdf)

The full Housing Element Update is Available at: <https://planning.lacity.org/plans-policies/housing-element>

³⁴ The NOP for the Hollywood Community Plan Update was issued on April 29, 2016. See: <https://planning.lacity.org/eir/nops/HwdUpdate/nop.pdf>

The DEIR for the Hollywood Community Plan Update was issued November 2018. Available at: <https://planning.lacity.org/development-services/eir/hollywood-community-plan-update>
https://planning.lacity.org/eir/Hollywood_CPU/DEIR/Hollywood%20Community%20Plan%20Update%20Index.html

The partially recirculated DEIR is available at: https://planning.lacity.org/eir/Hollywood_CPU/deir_PartiallyRecirculated/Hollywood%20Community%20Plan.html

The FEIR is available at: <https://planning.lacity.org/development-services/eir/hollywood-community-plan-update-1>

It should be noted that the Hollywood Community Plan Update and its FEIR are currently being challenged in three separate lawsuits.

³⁵ Comment letters on the DEIRs for the Hollywood Community Plan update which address the lack of any real infrastructure impact analysis are incorporated herein by reference.

Summary of Comments

Several comments express concerns about whether the existing utility and service systems would be able to support the development allowed under the Proposed Plan. Commenters are particularly concerned about the wastewater and water conveyance systems and infrastructure within the CPA's hillside areas. Commenters point to the age of the sewer and water pipes within the CPA, asserting that these conveyance systems have not been upgraded beyond repairing sections of burst pipes. Some commenters expressed the opinion that the Proposed Plan should address the CPA's current deteriorating infrastructure needs. Other commenters pointed to the 2017 EIR prepared for the Crossroads of the World Project on Sunset Boulevard and mistakenly stated that this single project resulted in a significant impact related to wastewater requiring the construction of a new wastewater treatment facility and questioned how the EIR for the Proposed Plan can conclude that impacts related to wastewater would be less than significant, and not require any mitigation measures.

Some commenters state that the analysis of utility and service systems impacts is too general, and the conclusions in the EIR are not supported by substantial evidence. A commenter noted that the EIR acknowledges the potential for infrastructure impacts but fails to identify the areas of concern and then dismisses the potential for utility and service systems impacts based on the City's permitting process. Other commenters state that the City's permitting process can address the infrastructure needs of an individual project; however, in their opinion, the permitting process does not address the capacity of the system as a whole or the potential of overall development under the Proposed Plan to accelerate infrastructure failures in parts of the system. This commenter also expresses the opinion that the timing of such project-specific reviews is too late in the development process to avoid potential impacts.

Several commenters take issue with the EIR's premise that impacts related to utility and service systems are speculative. Commenters suggest that if more detailed information was included in the EIR, appropriate mitigation measures could be identified. One mitigation measure suggested by commenters is the creation of a development impact fee to be used to repair existing infrastructure. Commenters also questioned whether a nexus fee study should be conducted in order to develop an infrastructure impact fee

for new development occurring in the CPA. Another commenter suggested the EIR include a mitigation measure to limit the size and weight of construction vehicles on substandard streets in hillside areas, as heavy vehicles increase the likelihood of infrastructure failure. Another commenter cited a letter from the City's Wastewater Engineering Services Division that is included in the Appendix of the EIR which states that if the public sewer has insufficient capacity for any proposed building project then the developer will be required to build public sewers to a point in the sewer system with sufficient capacity. This commenter suggested that this requirement be included as a mitigation measure. . .

Response

Programmatic Plan-Level Analysis

The EIR appropriately analyzes impacts to utilities and service systems at a programmatic plan level; it is infeasible and would be speculative to try to anticipate all the project-specific on- and/or off-site infrastructure improvements that future development under the Proposed Plan may require. Future development under the Proposed Plan would occur incrementally over time. Since the specific uses and infrastructure-demand characteristics associated with future individual development projects that would occur through the year 2040 are not known at this time, it is speculative to determine how individual development projects could affect the capacity and condition of the existing infrastructure at any particular location. . . .

In addition, each individual development project will require its own review, approval and environmental clearance. These individual development projects are required to be reviewed by each applicable City department to determine the types of infrastructure improvements, if any, are necessary to meet the demands of that specific project. Since individual development projects are required to comply with each department's requirements and infrastructure improvement projects typically result in the preparation of CEs or MNDs, impacts related to utilities and services systems were determined to be less than significant in the EIR. . . .

Adequacy of Existing Facilities

CEQA documents do not address existing conditions including existing aging infrastructure and associated deterioration, capacity problems or other infrastructure inadequacies unless a project could substantially exacerbate such issues. CEQA addresses impacts of the project as a change from existing conditions. The analysis in Section 4.16, along with discussion below demonstrates that the Proposed Plan will not exacerbate any existing facilities such that it will result in significant impacts. As discussed below and in the EIR, additional development is not anticipated to result in the need for new treatment plants. **It may result in the need for updating conveyance systems, pipes and sewers, that are not otherwise being done under the City's existing capital improvement plans.** However, as discussed in the EIR and below, this is not anticipated to result in significant unavoidable impacts related to the construction of new infrastructure. **To the extent that there are local impacts, those are speculative and any infrastructure project undertaken by the City will be required to be analyzed under CEQA and mitigated if it has impacts.** Therefore, the Proposed Plan will result in less than significant impacts even if it causes the need for new conveyance facilities to be constructed. **Additionally, it would be speculative to identify that the Proposed Plan will exacerbate existing conditions such that there will be water or sewer line breaks such that it will cause a significant impact. There have been historical sewer line and water line breaks in the City as shown in comments. Water line breaks or sewer breaks can result in the temporary impacts related to circulation impacts or damage to properties in or near the break. It would also result in potential construction impacts to fix the break.** But as discussed below, the DWP and BOE have programs to replace the oldest lines, including in the 2020 UWMP to accelerate replacement of 100-year old water lines. It is speculative that the Proposed Plan will result in any water or sewer lines breaking. (Emphasis added)

The potential for Project and cumulative development to result in infrastructure impacts within the Hollywood Community Plan area has therefore not been previously or adequately reviewed by the City of Los Angeles. The EIR for the proposed Project must therefore be recirculated to include a full analysis of Project and cumulative impacts to infrastructure.

Potential for Impacts to Water Infrastructure.

According to LADWP’s 2016-17 Water Infrastructure Plan³⁶ which predates the City’s planned up-zoning of the Hollywood area as part of the Housing Element and Community Plan updates:

Distribution mainlines (pipes 20 inches or less in diameter) constitute the backbone of LADWP’s water distribution system. There are approximately 6,780 miles of mainline throughout the City of Los Angeles. **Over 27%** (about 1,840 miles) of LADWP’s mainlines are over 80 years old, **while the average lifespan of an iron water main is about 100 years.** Moving forward, LADWP plans to ramp up the replacement of water distribution mainline to bring the pipe replacement cycle closer to the expected pipe life cycle by 2020. . . .

Based on the analysis, **about 6%** of LADWP’s water distribution mainlines are considered high risk if they were to fail. Replacing these pipes is a high priority. (Emphasis added)

According to LADWP’s 2022-23 Water Infrastructure Plan,³⁷ although the LADWP has substantially increased in mainline replacement rates, LADWP has apparently given up on its goal of ramping up the replacement cycle to be closer to the expected 100-year pipe life and the share of pipes over 80 years has increased from 27% to 30%:

Distribution mainlines (pipes 20 inches or less in diameter) constitute the backbone of LADWP’s water distribution system. There are approximately 6,800 miles of mainline throughout the City of Los Angeles. **Over 30%** of LADWP’s mainlines are over 80 years old. **LADWP has set goals to ramp up the replacement of**

³⁶ The 2016 Water Infrastructure Plan is available at:
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-project/a-w-p-infrastructureimprovement?_adf.ctrl-state=1506qnk1r2_21&_afLoop=1091692274568661

³⁷ <https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2023/03/17144431/2022-Water-Infrastructure-Plan-FINAL.pdf>

aging water distribution mainlines to achieve an anticipated life cycle of 150 years. . . .

Based on LADWP’s analysis, **about 6%** of LADWP’s water distribution mainlines are classified as a high priority for replacement.

As shown in the **Figure 12**, below, which dates from 2014, the vast majority of water lines in the project vicinity are reaching the end of their useful life and are in need of replacement. Furthermore, waterline sizing is based on the amount of future development anticipated 75-100 years ago.

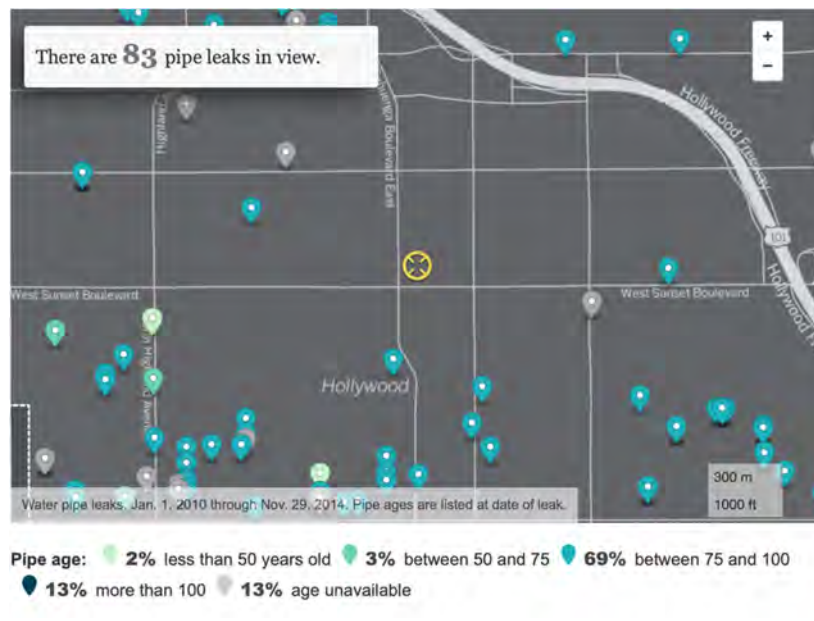


Figure 12 – Age of Water Lines in Project Vicinity, November 2014
Source: Los Angeles Times “L.A.’s Aging Water Pipes; a \$1-billion Dilemma”
<https://graphics.latimes.com/la-aging-water-infrastructure/>

The additional demands and stress the Project will place on aging waterlines has the potential to result in significant impacts that are not addressed in the EIR. Given that water system impacts of the Project in combination with cumulative development will result in impacts on the water infrastructure system that have not been assessed in any real way in any of the City’s or LADWPs EIR’s, the EIR for the proposed Project must include such an analysis, and address the issue of aging water infrastructure, and the potential for impacts to that infrastructure to result from the proposed Project and

cumulative development, as well as the indirect impacts of any needed waterline replacements.

Given the age of the system, the level of development at the time the system was sized many, many years ago, and the fact the proposed Project exceeds the FAR for the site by 50%, it is likely the proposed Project and cumulative development will result in significant impacts to the aging water system which the EIR has failed to address. This significant impact must be identified in the EIR and the EIR recirculated for public review.

Sewer System.

In terms of the City's wastewater collection system, as noted in the City's Framework Element of the General Plan on page 9-2:³⁸

With aging the system is experiencing structural deterioration and hydraulic deficiencies. Approximately 30 percent of the primary sewers are currently flowing above their design capacity during normal dry weather conditions. These volumes often double during a rainstorms, leading to periodic overflows from the system to the Santa Monica Bay and other receiving water bodies. It is anticipated that hydraulic deficiencies will worsen if population growth and development occur.

As shown on **Figure 13**, the sewer line in Selma Avenue adjacent to the proposed Project was installed in 1916. As shown in **Figure 14**, the sewer line in Ivar Avenue adjacent to the Project site dates to 1931. The sewer line in Cahuenga dates to 1911 and 1924 as shown on **Figure 15**, and the sewer line in Sunset Boulevard dates to 1916 and 1924 as shown on **Figure 16**.

³⁸ The Framework Element is available at:
https://planning.lacity.org/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf

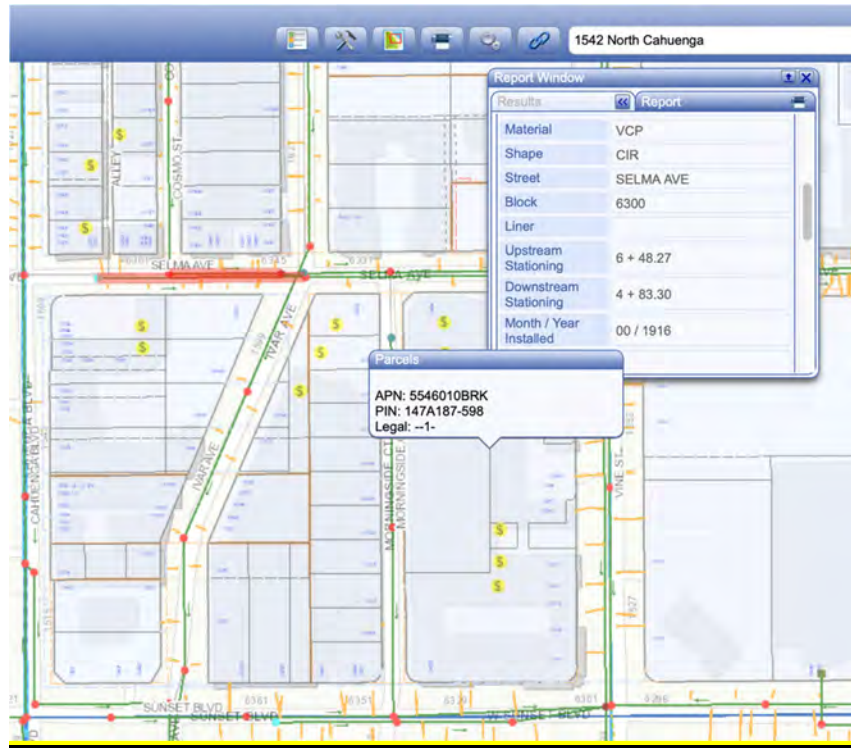


Figure 13 – Age of Sewer Line in Selma Avenue (installed 1916)
Source: NavigateLA

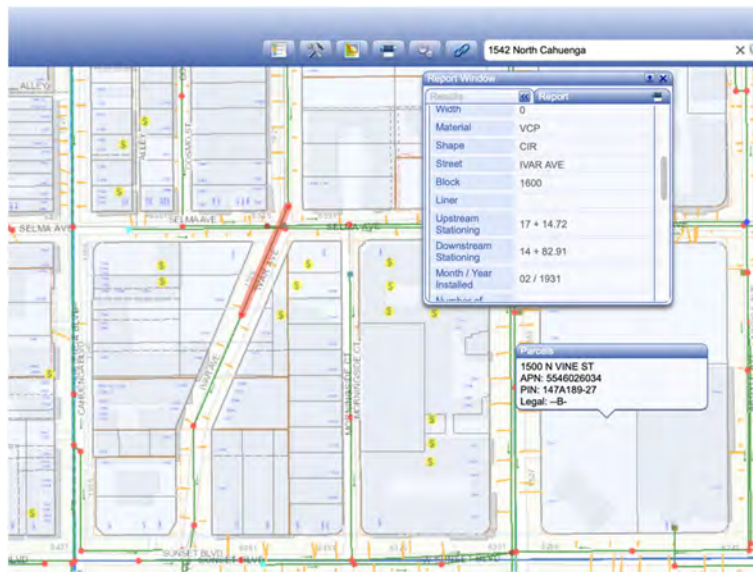


Figure 14 – Age of Sewer Line in Ivar (installed 1931)

Source: NavigateLA

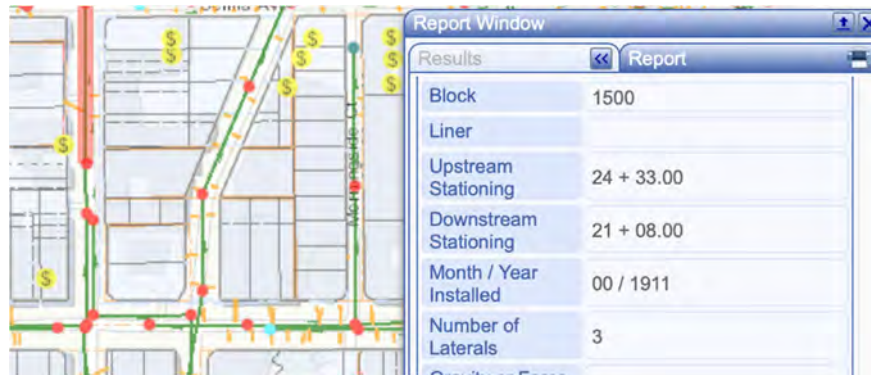


Figure 15 – Age of Sewer Line in Cahuega Blvd (installed 1911)

Source: NavigateLA



Figure 16 – Age of Sewer Line in Sunset Blvd (installed 1916 and 1924)

Source: NavigateLA

According to the letter from the Department of Sanitation contained in DEIR Appendix K, which appears to indicate the intended sewage route for the Project:

The sewer infrastructure in the vicinity of the proposed project includes an existing 12-inch line on Ivar Ave. The sewage from the existing 12-inch line feeds into a 21-inch line on Cole Avenue before discharging into a 27-inch sewer line on Willoughby Ave.

The Ivar Ave., Fountain Ave, and Cole Ave. lines shown on the sewer line figure included in the Department of Sanitation’s letter were installed in 1931. The Willoughby

Ave. line was installed in 1935.³⁹ These lines reflect the amount of future demand that was anticipated by infrastructure planners 87 years ago and the type of development anticipated. According to NavigateLA, these lines are Vitrified Clay Pipes (“VCP”). VCP pipe has a life expectancy of 100 years.⁴⁰ These pipes will thus be 90-94 years old in 2025 when the EIR anticipates Project completion, and thus reaching the end of their useful life.

Given the age of sewage transmission lines in the area, the EIR for the Project needs to address the potential impacts to sewer lines in the Project vicinity resulting from the increased sewage that these lines will be required to convey as a result of the proposed Project and cumulative development in the area. There is a potential for significant impacts to the sewage transmission system which has not been adequately addressed in the EIR.

The EIR for the proposed Project skirts the issue of whether there is sufficient capacity in the sewer system to accommodate Project-generated sewage, stating on DEIR page IV.K.2-13:

Based on the current approximate flow levels and design capacities in the sewer system and Project’s estimated wastewater flow, the City determined that the existing capacity of the sewer system **might** be able to accommodate the additional wastewater infrastructure demand created by the Project. Further detailed gauging and evaluation as required by LAMC Section 64.14 would be conducted to obtain final approval of sewer capacity and connection permit for the Project during the Project’s permitting process. (Emphasis added.)

According to the Letter from the Bureau of Sanitation:⁴¹

Based on estimated flows, it appears the sewer system **might** be able to accommodate the total flow for your proposed project. **Further**

³⁹ Navigate LA.

⁴⁰ https://chico.ca.us/sites/main/files/file-attachments/exh_4_2021_collection_system_analysis_report_0.pdf?1661963608

⁴¹ DEIR Appendix K: https://planning.lacity.org/eir/artisanhollywood/deir/files/App_K.pdf Letter from the Bureau of Sanitation beginning on PDF page 44.

detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time.

In concluding impacts would be less than significant, the EIR has engaged in improper deferral of analysis. As noted by the Court in Madera Oversight Coalition, Inc. v. County of Madera (2011) 199 Cal.App.4th 48:⁴²

The post certification verification procedure allows for an environmental decision to be made outside an arena where public officials are accountable. (Communities for a Better Environment v. City of Richmond (2010) 184 Cal.App.4th 70, 96.)

In this case, the EIR is relying on post-certification verification of a lack of impacts, when the responsible agency has indicated that there “might” not be impacts, but has not so stated with certainty. This is improper.

According to DEIR Appendix K, the proposed Project will generate 83,949 gallons per day of sewage. When it comes to the Project’s potential to damage the sewage transmission system, peak flows become important. No estimate of peak flows is contained in DEIR Appendix K. Given the age of the transmission system and the lack of a clear finding that the sewer system can accommodate the Project, the clear potential for impacts remains. The EIR must be corrected to address the likely significant Project and cumulative impacts to the aging sewage transmission system and recirculated.

⁴² In discussing the propriety of an archeological mitigation measure, the agency deferred both the determination of whether there will be impacts, and if impacts, what mitigation would be required.

Land Use Impact – Lack of Consistency with the Framework Element.

The City’s Framework Element of the General Plan⁴³ which dates from 1995 and was readopted in 2001, on page 2-3 requires that:

Should population and employment growth be greater than the levels anticipated by the Framework Element, policy stipulates that the studies be undertaken to correlate with the necessary supporting capital, facility or service improvements and/or demand reduction programs.

As noted, the City has failed to conduct the required studies as part of recent Housing Element and Hollywood Community Plan updates. The EIR for the proposed Project must therefore conduct the necessary Project and Cumulative analyses.

Land Use Impact – Lack of Consistency with the Hollywood Community Plan.

The proposed Project will impact the operations and viability of the Sound Factory and the operations of other Hollywood Industry-related enterprises, as documented in comments submitted during the administrative process. It will also result in increased densification without proper analysis of infrastructure impacts. This violates key objectives of the Hollywood Community Plan in effect at the time the NOP was issued for the proposed Project, including:⁴⁴

1. To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and **to perpetuate its image as the international center of the motion picture industry.**

⁴³ The Framework Element is available at:
https://planning.lacity.org/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf

⁴⁴ The 1988 Hollywood Community Plan is available at:
https://planning.lacity.org/odocument/78322462-6303-410a-ae8d-8435483c3b41/Hollywood_Community_Plan.pdf

4. To promote economic well being and public convenience through:
 - a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.
 - b. Designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
 - c. **Encouraging the revitalization of the motion picture industry.**
 - d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.

5. To provide a basis for the location and programming of public services and utilities and **to coordinate the phasing of public facilities with private development.** To encourage open space and parks in both local neighborhoods and in high density areas. (Emphasis added.)

Similarly, the Hollywood Community Plan Update which was in progress during the preparation of the DEIR for the Project states that among the Plan's vision and guiding principles is to:⁴⁵

Promote the Vitality and Expansion of Hollywood's Media, Entertainment, and Tourism Industry

Revitalizing Hollywood's media, entertainment, and tourism industry will involve sustenance and promotion of media uses in the areas historically used by studios, the introduction of Hybrid-Industrial areas, and the continued investment in Hollywood's premiere tourism destination, the Regional Center. This approach to community development not only protects Hollywood's entertainment industry heritage, but also is a vital alternative to

⁴⁵ Page 3-1 to 3-2 of the Hollywood Community Plan Update, available at: https://planning.lacity.org/odocument/4f812092-1e7c-4c97-b48c-40be77ea51bf/Exhibit_B.pdf

sprawl and the departure of industry jobs to other cities. Preservation of this economic engine generates local jobs, supports independent businesses, and bolsters the community's sense of place. As part of the regenerative process toward producing complete neighborhoods, the creation of local employment opportunities in these industry-related sectors is encouraged so that jobs will be accessible to those who live in or near the plan area, thereby strengthening local economic self-sufficiency and overall community sustainability. (Emphasis added.)

The proposed Project's impacts on the Sound Factory, and thus important elements of the entertainment industry in Hollywood, is completely contrary to the aim of protecting Hollywood's entertainment industry heritage, and avoiding the departure of industry jobs to other cities, and is destructive of an important economic engine that generates local jobs, supports independent businesses, and bolsters the community's sense of place. This conflict with guiding principles of the Community Plan must be identified in the EIR as a land use impact of the proposed Project and must be addressed in any Statement of Overriding Considerations when balancing the impacts of the Project. Failure to address this renders the Statement of Overriding Considerations arbitrary.

Inadequate Response to Comments.

The FEIR fails to comply with CEQA Guidelines §15088.5(f) which states that "In no case shall the lead agency fail to respond to pertinent comments on significant environmental issues." The FEIR for the proposed Project fails to provide a good faith, reasoned analysis in response to many of the significant issues raised and instead provides conclusory statements unsupported by factual information, or merely reiterates the information contained in the DEIR, which commenters have documented as inadequate. CEQA Guidelines Section 15088 requires:

15088. EVALUATION OF AND RESPONSE TO COMMENTS

- (a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.

- (b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- (c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.
- (d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either:
 - (1) Revise the text in the body of the EIR, or
 - (2) Include marginal notes showing that the information is revised in the response to comments.

Case law regarding what is required in response to comments reinforces and elaborates on these requirements. The Court in People v. County of Kern made the point that the necessity of comments was to prevent “stubborn problems or serious criticism” concerning a project from “being swept under the rug.” People v. County of Kern (1974) 39 Cal.App.3d 830, 841. The Court held that the “failure to respond with specificity in the final EIR to the comments and objections to the draft EIR renders the final EIR fatally defective.” Id. at p. 842; see also Cleary v. Cnty. of Stanislaus (1981)

118 Cal.App.3d 348, 358; City of Irvine v. Cnty. of Orange (2015) 238 Cal.App.4th 526, 553. Responses that are inadequate include, but are not limited to, the responses to the following comments discussed below.

Several Commenters expressed concern regarding the potential for off-site Project construction and operations staging (see Comments 3.5). In response, the FEIR indicates that: “Construction staging activities **are anticipated** to occur on-site.” This response provides no assurance that construction staging will not occur in or block local roadways or impact the operations of local businesses, including the Sound Factory or the Los Angeles Film School. The response is inadequate and relies on PDF TRA-PDF-2 which requires a Construction Traffic Management Plan for the Project, which does not contain clearly defined standards to ensure that impacts will be less than significant. Clear definitions and standards need to be added to TRA-PDF-2, which given the potential for impacts to nearby business operations, is clearly a mitigation measure. In addition, the following mitigation should be added:

- **New Mitigation** – Staging of equipment, vehicles or Project operations shall be strictly prohibited on local roadways including Selma Avenue, Ivar Avenue, Cahuenga Boulevard and Sunset Boulevard.⁴⁶

Several commenters (see Comment 3-6, Comment 4-1, Comment 5-1) expressed concerns regarding the potential impacts of Project construction activities to sensitive receptors such as the Sound Factory and the Los Angeles Film School, with potentially devastating impacts to those business. Given that the proposed Project results in significant unmitigated construction noise and vibration impacts, no findings or Statement of Overriding Consideration should be adopted until a separate economic impact analysis is prepared for the Project which addresses the potential for the Project to result in economic harm to nearby businesses such as the Sound Factory, with their highly trained workers. Although not required by CEQA as part of an EIR, such an analysis is necessary before decision-makers can balance the benefits of the proposed Project against the environmental and economic harm it will cause, and its contribution to the loss of businesses which define “Hollywood” as one of the international capitals of the film and

⁴⁶ The Letter of Determination includes a Haul Route Staging Condition of Approval 43 that “a. Haul Route Staging: No staging on Cahuenga Blvd., Selma Ave., or Ivar Ave. All trucks shall be staged on jobsite. **NO INTERFERENCE TO TRAFFIC, ACCESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.**” However, this is not included in the EIR.

recording industries. Without such an analysis, any City findings are lacking in evidentiary support and are arbitrary.

Several Commenters (Comment 3-6) expressed concerns regarding the potential for greater impacts should Project and cumulative development in the area, such as the proposed development at 6407 Sunset Blvd, occur concurrently. This would result in impacts which have not been adequately assessed in the EIR or addressed. These comments point to the defects in the cumulative impacts analysis, which is insufficiently detailed to understand the impacts of concurrent Project and cumulative project construction in proximity to the proposed Project. The response also downplays the very real concern of area businesses that concurrent Project and cumulative project development will impact their businesses. This is exemplified by statements such as those on FEIR page II-22, that “the only potentially significant cumulative impacts associated with the Project and Related Project No. 2 would be related to cumulative on-site construction noise impacts (including cumulative impacts at LAFS) as discussed in Section IV.G, Noise, of the Draft EIR.” The EIR thus displays a callous disregard for the effect of such impacts on the types of businesses that have defined “Hollywood” and fails to contain a full and complete cumulative impacts analysis.

Comment 5-7 made several important points regarding the way the noise analysis was done in the EIR and why it likely underestimates the noise impact to noise-sensitive uses such as the Sound Factory. The response fails to address these points which go to the magnitude of the impact of construction noise on a noise-sensitive building and business in any real way and largely dismisses concerns.

Comment 5-8 addresses the fact that noise barriers may not provide the level of sound attenuation specified. The EIR’s authors respond by stating that NOI-MM-1 requires that at “plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.” However, it is often not possible to know if the noise barrier will achieve the stated goal until it is in place and noise generating activities have begun. Mitigation NOI-MM-1 needs to provide for monitoring of noise levels during construction and the halting of construction activities if the required levels of noise reduction are not being achieved by a specified noise barrier. Although NOI-MM-1 has been augmented to require that the “Applicant shall provide an on-site acoustics test to document that the temporary construction noise barriers provide the specified noise reductions”⁴⁷ it does not require the reporting of the results of the test or specify the actions to be taken should the test show that the noise barriers do not meet

⁴⁷ FEIR page III-12 and response to comment 5-17.

their design standards. Both the response to the comment and the mitigation measure are inadequate.

Comment 5-11 notes the fact that the noise analysis was based on half the number of trucks per hour that would be accessing the site than shown in the Transportation Analysis, based on cited statements in the DEIR, and that the noise analysis therefore underestimates Project-induced construction noise levels and thus the severity of impacts. The response states, without providing a source citation, that the noise analysis is based on the correct number of daily trucks. The response is thus not supported by substantial evidence. The response then goes on to make the bizarre statement that “off-site construction noise levels at the interior of the Sound Factory . . . would be below the Sound Factory existing interior ambient noise levels.” This statement demonstrates that the EIR’s noise analysis is not supported by common sense, let alone substantial evidence.

Response to Comment No. 5-14 does not address concerns regarding how the wording of the vibration mitigation NOI-MM-2 would affect vibration levels at the Sound Factory. It misses the point of the comment regarding impacts to the Sound Factory. In the absence of the requested corrections, as well as the needed corrections identified in this letter, the mitigation remains inadequate.

Responses to Comment 5-17, 5-18, 5-19, 5-20, 5-21, 5-23 reject the mitigation measure suggestions provided by the commenter’s acoustical consultant, despite the fact that they are designed to address significant and unavoidable impacts. The justifications for rejection of the suggested mitigation measures are inadequate and fail to show that they are infeasible.

Response to Comment 6-5 fails to address the commenter’s concern that in the absence of the preparation and analysis of a vibration monitoring program, the conclusion that the Project’s vibration impacts would be less than significant is merely speculative. The contention that NOI-MM-2 provides adequate performance measures and procedures to avoid impacts is contradicted by the analysis of the defects in this mitigation measure provided in this letter. The Response to Comment 6-5 is conclusionary and not supported by substantial evidence.

Improper Rejection of Alternative 2.

As described in the DEIR, Alternative 2 would include the same types of uses proposed by the Project while reducing the amount of total new residential units and commercial area by 25 percent. Specifically, Alternative 2 would include 203 residential units (195,284 square feet) and 5,093 square feet of ground-floor commercial uses.

Alternative 2 would include 21 Extremely Low-Income units. The building footprint would remain the same, but the height would be reduced to 209 feet (19 stories). Alternative 2 would include 252 vehicle parking spaces located within five parking levels (2 above ground and 3 subterranean levels), which would require a depth of excavation on the Project Site of 40 feet below grade). The total floor area for Alternative 2 would be 234,205 square feet with a floor area ratio (FAR) of 3.5:1. The site plan under Alternative 2 would be similar to that of the proposed Project.

According to DEIR page V-51:

With a similar mix of residential and commercial uses as the Project, Alternative 2 would meet the underlying purpose of the Project to redevelop the Project Site by constructing a new mixed-use development that provides new multi-family housing opportunities at a range of income levels as well as new neighborhood-focused ground-floor commercial uses that serve the community and promote walkability.

DEIR pages V-51 to V-52 state that Alternative 2 would not meet the inappropriately-worded objective to “maximize” the provision of high-density, multi-family housing units, including affordable housing units. However, the DEIR states that Alternative 2 would achieve all of the other Project objectives “albeit some to a lesser degree than the Project.” However, this is not correct. As previously noted, Alternative 2 at 19 stories would be more compatible with the surrounding community than the proposed Project at 25 stories. Alternative 2 would also result in less contribution to hazards associated with the HIN than the proposed Project.

However, the DEIR, and ultimately the City’s findings, reject Alternative 2 because Alternative 2 would not meet the inappropriately framed objective of “maximizing” the provision of high-density, multi-family housing units.⁴⁸ Alternative 2, the Environmentally Superior Alternative, is rejected even though it is feasible and would meet all of the other project objectives. A fundamental mandate of CEQA is that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of the project”:

⁴⁸ DEIR page V-51. See also LOD, page 44.

§ 21002. APPROVAL OF PROJECTS; FEASIBLE ALTERNATIVE OR MITIGATION MEASURES

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

The City and EIR have inappropriately rejected Alternative 2, and have failed to analyze other feasible alternatives that would reduce the “unavoidable” impacts of the proposed Project. The EIR must be corrected and recirculated as it fails to comply with the intent of an alternatives analysis under CEQA. The EIR is thus a fatally flawed document.

City’s Failure to Conduct Mitigation Monitoring.

The City has been well documented in its failure to actually conduct mitigation monitoring. In the absence of a mitigation measure that provides funding for an independent mitigation monitor acceptable to the City and impacted businesses in the area, the potential for impacts remains.

Unsupported Overriding Considerations.

The proposed Project has the potential to threaten the continued operations of the Sound Factory and to result in the loss of employment opportunities for highly trained workers. The Sound Factory is a historic recording studio that has been in continuous operation since the early 1960’s. The Sound Factory has submitted evidence from an acoustical expert into the record, documenting that Project construction will make operation of the Sound Factory recording facility impossible during the period of Project

construction (approximately 26 months).⁴⁹ The proposed Project has the potential to result in the closure of this historically and culturally significant recording studio which would diminish Hollywood's role in both the movie and recording industries. The proposed Project would also impact other nearby operations, including the Los Angeles Film School and its education of highly trained workers important to a major Hollywood industry. These costs must be weighed against any benefits from the proposed Project. There is no evidence the City's decision-maker(s) have done so. The balancing of impacts and benefits in the Statement of Overriding Considerations is thus arbitrary.

IV. CONCLUSION.

The EIR for the proposed Project fails to identify all of the significant Project and cumulative impacts and it contains an inadequate alternatives analysis. The EIR must be revised and recirculated. Furthermore, any findings or Statement of Overriding Considerations adopted for the proposed Project or an alternative to the Project must address all harms resulting from the Project, including but not limited to key components of Hollywood's recording and film industry and the potential loss of high skilled jobs. We respectfully request that you reject the EIR and Project currently before you, including all associated land use approvals.

Very truly yours,

/s/ Robert P. Silverstein

ROBERT P. SILVERSTEIN

FOR

THE SILVERSTEIN LAW FIRM, APC

Attachment: 9/23/2019 Project Plans

⁴⁹ See for example email to the City re Case ENV-2019-5591-EIR transmitting letter from Leo Mellace to Artisan Ventures, dated November 7, 2022 with attachments and hyperlinks.

ATTACHMENT



ARTISAN HOLLYWOOD

ENTITLEMENT SUBMITTAL

SEPTEMBER 19, 2019

1520-1542.5 Cahuenga Blvd., 6350 Selma Ave., and 1523-1549 Ivar Ave.
Los Angeles, CA 90068

AP CAHUENGA OWNER VIII, L.P.

c/o ARTISAN REALTY ADVISORS

3000 OLYMPIC BLVD.
SUITE 1255
SANTA MONICA, CA
90404 USA

TEL# 310.315.4851

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ATTORNEY

12100 WILSHIRE BLVD,
SUITE 1600
LOS ANGELES, CA
90025 USA

TEL# 310.209.8800

AGENCE TER

LANDSCAPE ARCHITECT

850 S. BROADWAY
SUITE #600
LOS ANGELES, CA
90014 USA

TEL# 213.328.7489

RESIDENTIAL UNIT SUMMARY

	STUDIO	1 BEDROOM	2 BEDROOM	3 BEDROOM	UNITS/LEVEL
L24 Roof / Amenity					
L23 Residential	0	2	3	4	9
L22 Residential	0	2	3	4	9
L21 Residential	0	2	3	4	9
L20 Residential	0	6	6	0	12
L19 Residential	0	6	6	0	12
L18 Residential	0	6	6	0	12
L17 Residential	8	5	4	0	17
L16 Residential	8	5	4	0	17
L15 Residential	8	5	4	0	17
L14 Residential	8	5	4	0	17
L13 Residential	8	5	4	0	17
L12 Residential	8	5	4	0	17
L11 Residential	8	5	4	0	17
L10 Residential	8	5	4	0	17
L09 Residential	8	5	4	0	17
L08 Residential	8	5	4	0	17
L07 Residential	8	5	4	0	17
L06 Residential	8	5	4	0	17
L05 Residential	8	4	1	0	13
L04 Residential / Amenity	8	2	2	4	13
Unit Totals (Market+Affordable)	112	87	78	13	290
	38.6%	30.0%	26.9%	4.5%	100.0%

	Market	Affordable	Combined
STUDIO	101	11	112
1 BEDROOM	78	9	87
2 BEDROOM	70	8	78
3 BED	12	1	13
TOTAL UNITS	261	29	290

NOTE:
PER T.O.C. TIER 3
REQUIREMENTS, 10 PERCENT
OF UNITS ARE RESTRICTED TO
EXTREMELY LOW INCOME
HOUSEHOLDS.

PARKING PROVIDED

Vehicular Parking Calculations

Residential Parking Provided	260 Spaces
Required Residential Parking (per L.A.M.C.)	145 Spaces
Per Transit Oriented Communities, Tier 3, 0.5 spaces per unit 290 Units x (0.5) = 145 spaces	
Retail Parking Provided	61 Spaces
Required Retail Parking (per L.A.M.C.)	57 Spaces
Per Hollywood Redevelopment Plan, 1 space per 500 SF (6,576 SF + 33,828 SF)/500 = 81 spaces Per Transit Oriented Communities, Tier 3, 30% reduction 81 spaces x (0.7) = 57 spaces	
Total Parking Spaces Provided	321 Spaces
Total Required Parking	202 Spaces
Total ADA Spaces Provided	8 Spaces
Total Required ADA Parking	8 Spaces

Bicycle Parking Calculations

Short-Term Bicycle Parking Provided	20 Spaces
Residential Required	16 Spaces
Retail Required	4 Spaces
Required Short-Term Bicycle Parking	20 Spaces
Long-Term Bicycle Parking Provided	152 Spaces
Residential Required	148 Spaces
Retail Required	4 Spaces
Required Long-Term Bicycle Parking	152 Spaces

LONG-TERM BICYCLE STORAGE AND WORK AREA
PROVIDED ON LEVEL 02. SEE: SHEET A2.06

OPEN SPACE REGULATIONS

SUMMARY OF OPEN SPACE REGULATIONS

Residential Uses	Units	Area	Notes
Studios & 1 Bedroom Units	100 sf / unit	(dwelling unit +3 habitable rooms)	
1+Den & 2 Bedroom Units	125 sf / unit	(dwelling unit +3 habitable rooms)	
2+Den & 3 Bedroom Units	175 sf / unit	(dwelling unit +3 habitable rooms)	

REQUIRED OPEN SPACE

Unit Type	Qty.	SF/Unit	Area
Studio	112	100	11,200 SF
1 Bedroom	87	100	8,700 SF
2 Bedroom	78	125	9,750 SF
3 Bedroom	13	175	2,275 SF
SUBTOTAL REQUIRED OPEN SPACE			31,925 SF

PRIVATE OPEN SPACE PROVIDED

Units w/ Balconies	Min. Balcony Area	Total Area Provided
Private Open Space (Balconies)	146 50 sf	7,300 SF

COMMON AREA OPEN SPACE PROVIDED

Floor	Open Space Area	Indoor	Outdoor
Level 24	Roof Deck	670	6,200
Level 04	Amenity	4,430	13,600
Level 01	Lobby	0	0
Sub-Total Open Space:		5,100 SF	19,800 SF
TOTAL INDOOR & OUTDOOR COMMON OPEN SPACE:		24,900 SF	

TOTAL OF PRIVATE & COMMON OPEN SPACE: 32,200 SF

Surplus of Open Space: 275 SF

Maximum Allowed Indoor Amenity Space (25% of Open Space): 8,050 SF
Total Indoor Amenity Space Provided: 5,100 SF

Planted Area Required based on Common Open Space:

Common Open Space 19,800 SF
25% (with possibility of Discretionary Reduction) x 25%
Total Planted Area Req'd: 4,950 SF

PLANTED AREA PROVIDED: 5,300 SF

TREES REQUIRED

One 24" box for every 4 units: 290 units / 4 = 73 Trees Required

A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. 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. For a surface area not located directly on finished grade that is used for common open space, and located at ground level or the first habitable room level, shrubs and/or trees shall be contained within permanent planters at least 30-inches in depth, and lawn or ground cover shall be at least 12-inches in depth. All required landscaped areas shall be equipped with an automatic irrigation system and be properly drained.

LEGAL DESCRIPTION

(PER CHICAGO TITLE INSURANCE COMPANY ORDER No. 00092046-997-LT1-JC4 DATED MAY 25, 2018)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF BLOCK 4 OF HOLLYWOOD AND IVAR AVENUE, VACATED, 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 OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST QUARTER CORNER OF LOT 'A', TRACT NO. 2129, AS PER MAP RECORDED IN BOOK 24 PAGE 68 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 'A', 383.21 FEET TO THE NORTHEAST CORNER OF SAID LOT 'A', IN THE CENTER LINE OF IVAR AVENUE, VACATED, AS SAID AVENUE IS SHOWN ON SAID MAP OF HOLLYWOOD, THENCE NORTHERLY ALONG SAID CENTER LINE 52.35 FEET TO THE SOUTH LINE OF THE NORTH 16.3 FEET OF LOT 13 IN SAID BLOCK 4; THENCE WESTERLY ALONG SAID SOUTH LINE, 211.61 FEET TO THE EASTERLY LINE OF LOT 4 IN SAID BLOCK 4; THENCE NORTHERLY ALONG SAID EASTERLY LINE 0.30 FEET TO THE SOUTH LINE OF THE NORTHERLY 16 FEET OF SAID LOT 4; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, 171.59 FEET TO THE EASTERLY LINE OF CAHUENGA BOULEVARD, 75 FEET WIDE; THENCE SOUTHERLY ALONG SAID BOULEVARD, 50.53 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF LYING EASTERLY OF THE EASTERLY LINE OF IVAR AVENUE, AS DESCRIBED IN THE FINAL DECREE OF CONDEMNATION ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT, CASE NO. 202550, A CERTIFIED COPY THEREOF BEING RECORDED IN BOOK 9421 PAGE 173 OFFICIAL RECORDS OF SAID COUNTY.

PARCEL 2:

THAT PORTION OF LOT A OF TRACT NO. 2129, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 24 PAGE 68 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF THE EASTERLY LINE OF IVAR AVENUE AS DESCRIBED IN THE FINAL DECREE OF CONDEMNATION ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 202550 A CERTIFIED COPY THEREOF BEING RECORDED IN BOOK 9421 PAGE 173 OFFICIAL RECORDS OF SAID COUNTY.

PARCEL 3:

THOSE PORTIONS OF LOTS 16, 15, 14 AND THE NORTH 16.3 FEET OF LOT 13, ALL IN BLOCK 4 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, LYING WESTERLY OF THE CENTER LINE OF IVAR STREET, AS CONDEMNED BY THE CITY OF LOS ANGELES, CALIFORNIA.

PARCEL 4:

THE SOUTH 20 FEET OF LOT 2 AND THE NORTH 20 FEET OF LOT 3 IN BLOCK 4 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 THE WEST 10 FEET THEREOF, AS CONVEYED TO THE CITY OF LOS ANGELES FOR STREET PURPOSES.

PARCEL 5:

THE EAST 171.5 FEET OF THE SOUTH 45 FEET OF LOT 3 AND THE EAST 171.5 FEET OF THE NORTH 16 FEET OF LOT 4 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.

SHEET INDEX

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A0.22	EXISTING SITE PHOTOS
A0.23	EXISTING SITE PHOTOS
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A4.02	EXTERIOR ELEVATION
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L1.10	LANDSCAPE - AMENITY LEVEL 04
L1.20	LANDSCAPE - ROOF DECK LEVEL 24

PROJECT INFORMATION

SITE ADDRESS

1520-1542.5 CAHUENGA BLVD., 6350 SELMA AVE., AND 1523-1549 IVAR AVE.
LOS ANGELES, CA 90068
UNITED STATES

OWNER

AP CAHUENGA OWNER VIII, L.P.
C/O ARTISAN REALTY ADVISORS

ARCHITECT

GENSLER
500 S FIGUEROA STREET
LOS ANGELES, CA 90071
UNITED STATES

LAND USE ATTORNEY

ARMBRUSTER GOLDSMITH & DELVAC LLP
12100 WILSHIRE BOULEVARD
SUITE 1600
LOS ANGELES, CA 90025
UNITED STATES

PROJECT DESCRIPTION

23 STORY RESIDENTIAL BUILDING. 20 LEVELS OF RESIDENTIAL ABOVE GROUND FLOOR AND 2 LEVELS OF ABOVE GRADE PARKING AND 3 LEVELS OF BELOW GRADE PARKING. GROUND FLOOR (LEVEL 1) CONTAINS RESIDENTIAL LOBBY, RETAIL, AND LOADING ZONE. LEVEL 4 AND ROOF LEVEL CONTAIN OUTDOOR AND INDOOR AMENITY PROGRAM FOR RESIDENTIAL USE.

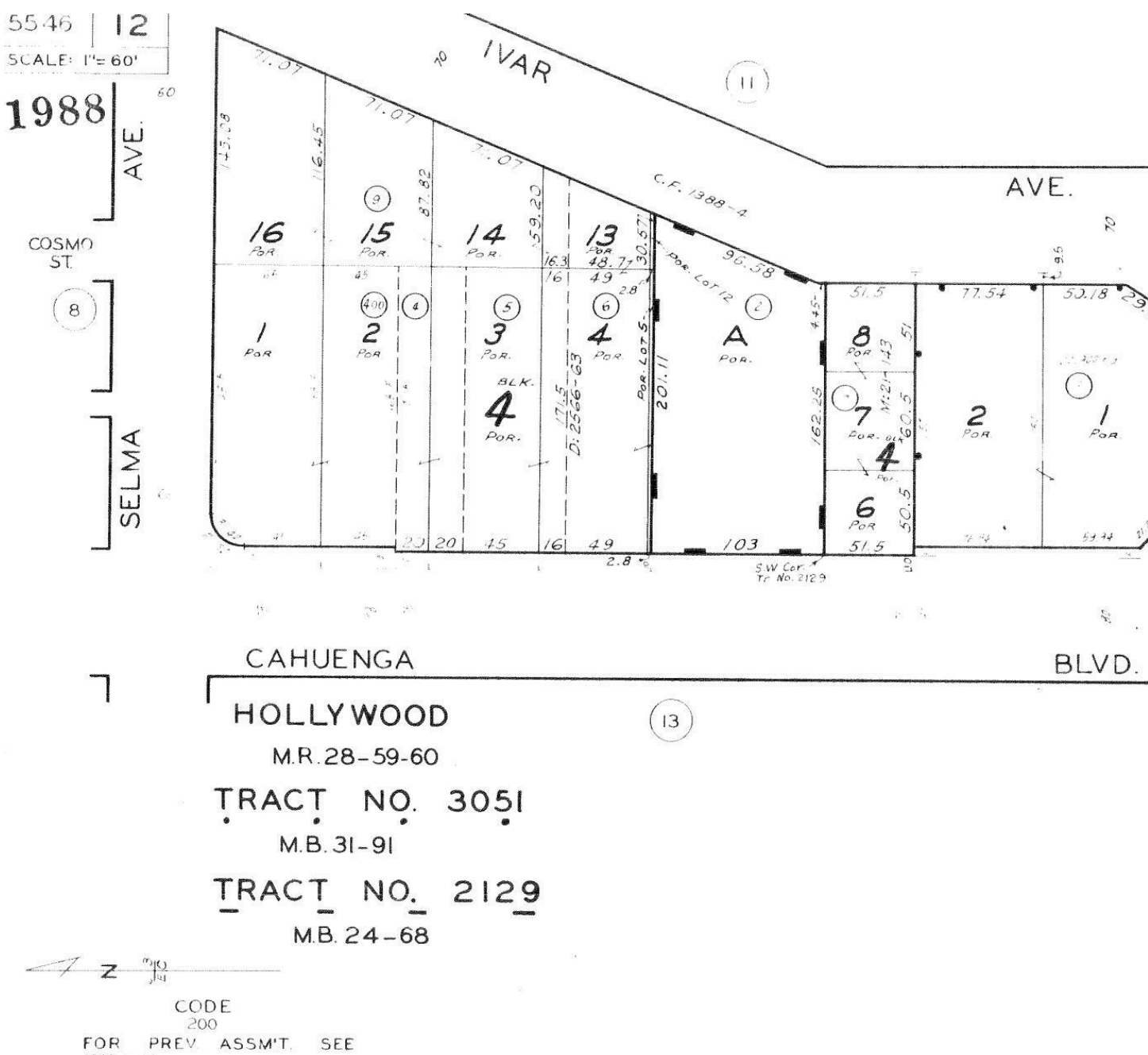
ZONING INFORMATION

ZONE	DESCRIPTION	REMARKS
LOT AREA	C4-2D-SN, C4-2D SITE GROSS AREA... SITE NET AREA (POST-DEDICATION)	67,581 SF 66,896 SF
DEDICATIONS	ALONG CAHUENGA BLVD AND CORNER OF SELMA / IVAR	SEE: A1.011
RESIDENTIAL DENSITY	R5 DENSITY (1:200 SF)	334 UNITS ALLOWED
FLOOR AREA RATIO	3:1 PER D LIMITATION	200,688 SF OF FLOOR AREA
SETBACKS (YARDS DETERMINED PER TRACT MAP)	IVAR AVENUE (FRONT) SELMA AVENUE (FRONT) CAHUENGA BLVD (FRONT) SOUTHERN AND INTERIOR SIDE YARDS	NONE NONE NONE 16'-0" AT FIRST RESIDENTIAL LEVEL
BUILDING HEIGHT	UNLIMITED	268'-0" TO PARAPET; 286'-0" TO TOP OF MECHANICAL/PENTHOUSE PROJECTIONS
DENSITY BASE INCENTIVE	70 PERCENT	NOT UTILIZED; 290 UNITS PROPOSED
AFFORDABLE UNITS	10 PERCENT EXTREMELY LOW	29 UNITS
F.A.R. BASE INCENTIVE	50 PERCENT INCREASE; 4.5:1	301,032 SF OF FLOOR AREA PERMITTED; 300,987 SF PROPOSED, SEE: A0.11
RESIDENTIAL MINIMUM PARKING	0.5 SPACE/UNIT	SEE PARKING TABLE
COMMERCIAL PARKING	30 PERCENT REDUCTION IN EXISTING AND PROPOSED...	SEE PARKING TABLE
SETBACK ADDITIONAL INCENTIVE	RAS3 ZONE REQUIREMENTS	5'-0" SIDE YARD SETBACKS AT FIRST RESIDENTIAL LEVEL

VICINITY MAP



PARCEL MAP



ARTISAN HOLLYWOOD

1520-1542.5 Cahuenga Blvd.,
6350 Selma Ave., and 1523-1549 Ivar Ave.
Los Angeles, CA 90068

AP CAHUENGA OWNER VIII, L.P.

c/o ARTISAN REALTY ADVISORS

3000 Olympic Boulevard Suite 1255
Santa Monica, California 90404
United States
Tel 310.315.4851

Gensler

500 South Figueroa Street Los Angeles, California 90071
United States
Tel 213.327.3600 Fax 213.327.3601

Date Description

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ARTISAN HOLLYWOOD

Project Number

05.1593.000

Description

BUILDING INFORMATION AND ZONING SUMMARY

Scale

As indicated

A0.10

ARTISAN HOLLYWOOD

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AREA SUMMARY FLOOR BY FLOOR

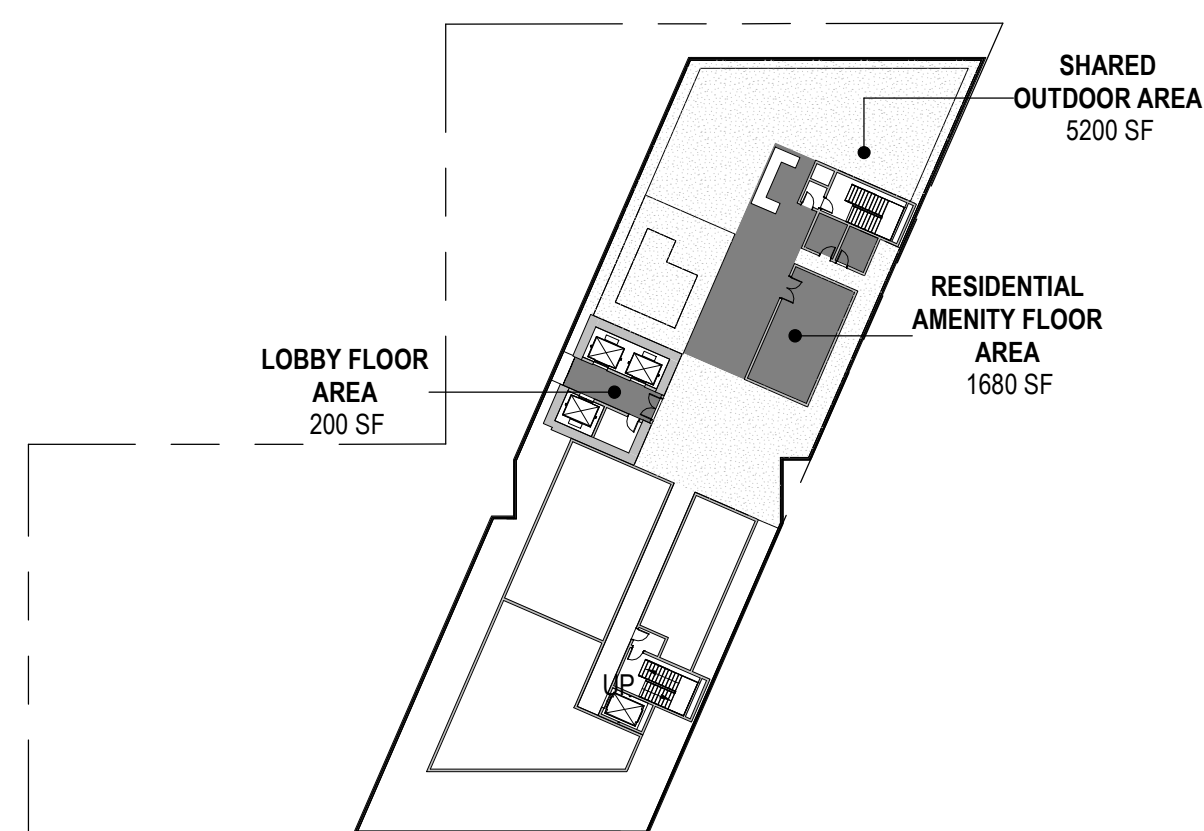
	FLOOR AREA PER F.A.R. (L.A.M.C.)
L24	Roof Amenity 1,880 sf
L23	Residential 13,197 sf
L22	Residential 13,197 sf
L21	Residential 13,197 sf
L20	Residential [†] 13,076 sf
L19	Residential 13,138 sf
L18	Residential 13,138 sf
L17	Residential 13,052 sf
L16	Residential [†] 12,990 sf
L15	Residential 13,052 sf
L14	Residential 13,052 sf
L13	Residential 13,052 sf
L12	Residential [†] 12,990 sf
L11	Residential 13,052 sf
L10	Residential 13,052 sf
L09	Residential 13,052 sf
L08	Residential [†] 12,990 sf
L07	Residential 13,052 sf
L06	Residential 13,052 sf
L05	Residential 8,942 sf
L04	Residential [†] 11,285 sf
L04	Exterior Amenity 600 sf
L03	Parking 186 sf
L02	Parking 186 sf
L01	Lobby 1,565 sf
L01	Loading/BOH N/A
LP1	Parking (Basement) 186 sf
LP2	Parking (Basement) 186 sf
LP3	Parking (Basement) 186 sf
Total Residential Floor Area 260,583 sf	
Proposed Retail Area 6,576 sf	
Existing Retail Area to Remain 33,828 sf	
Total Floor Area, Retail + Residential, per F.A.R. 300,987 sf	
Total Allowable Area, per F.A.R. 301,032 sf	
66,896 SF (SITE NET AREA) x 4.5 (F.A.R.)	

NOTES:

- EXISTING FLOOR AREA CALCULATED PER L.A.M.C., BASED ON AS-BUILT DRAWINGS.
- APPROXIMATELY 60 SF PLUMBING ROOM WILL OCCUR ONCE EVERY (5) FLOORS. FLOORS WITH PLUMBING ROOM REPRESENTED WITH [†]

09 LEVEL 24 ROOF - AREA PLAN

SCALE: 1" = 50'-0"



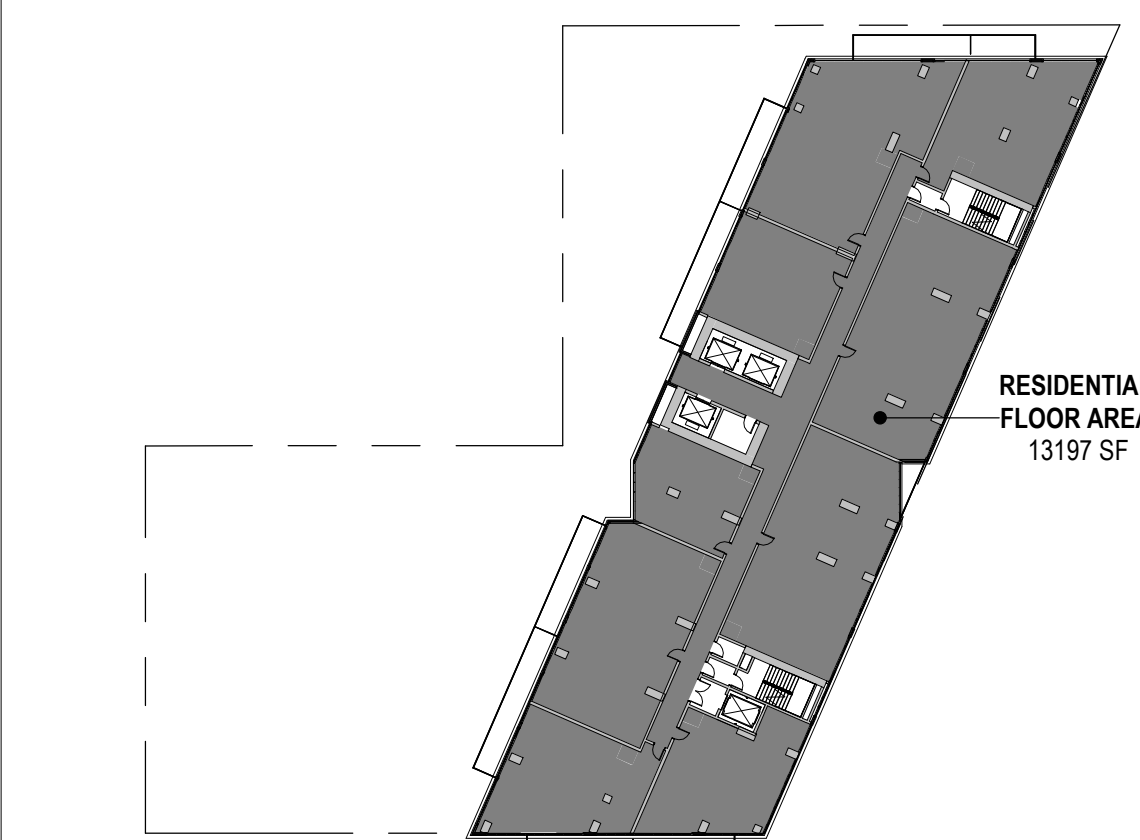
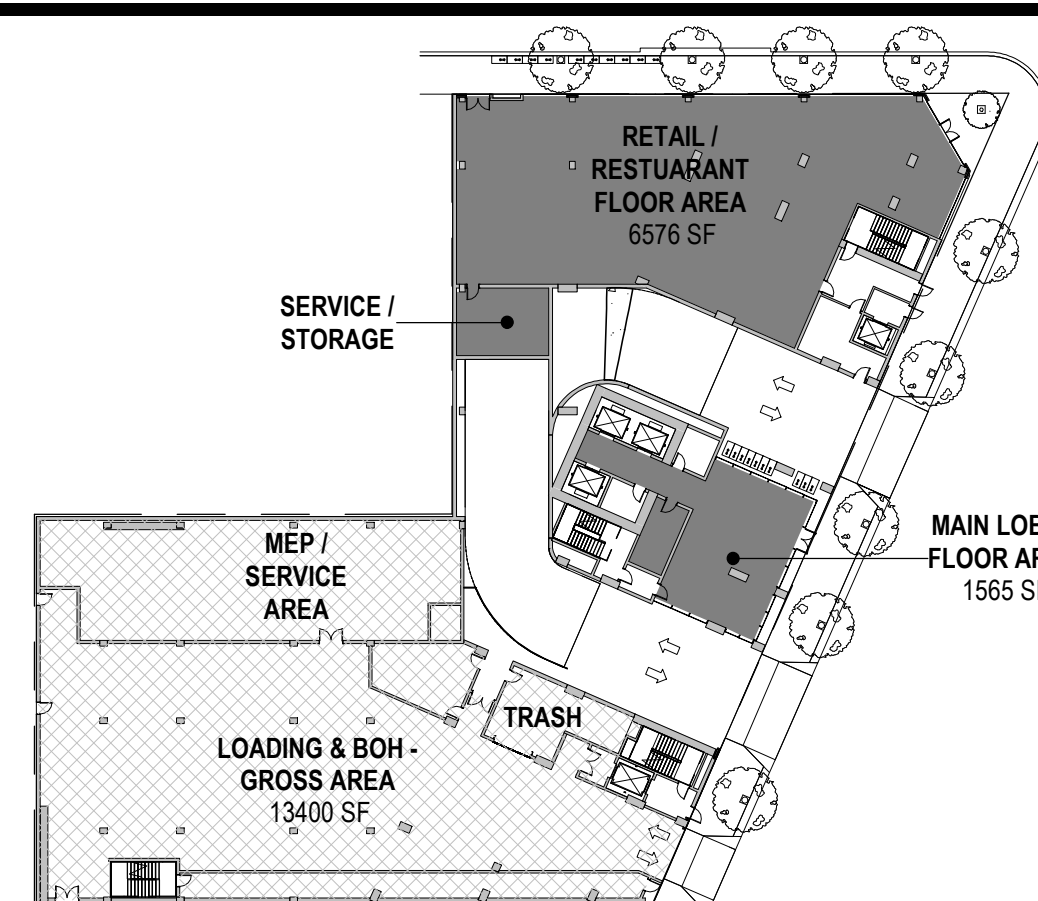
05 LEVEL 05 - AREA PLAN

SCALE: 1" = 50'-0"



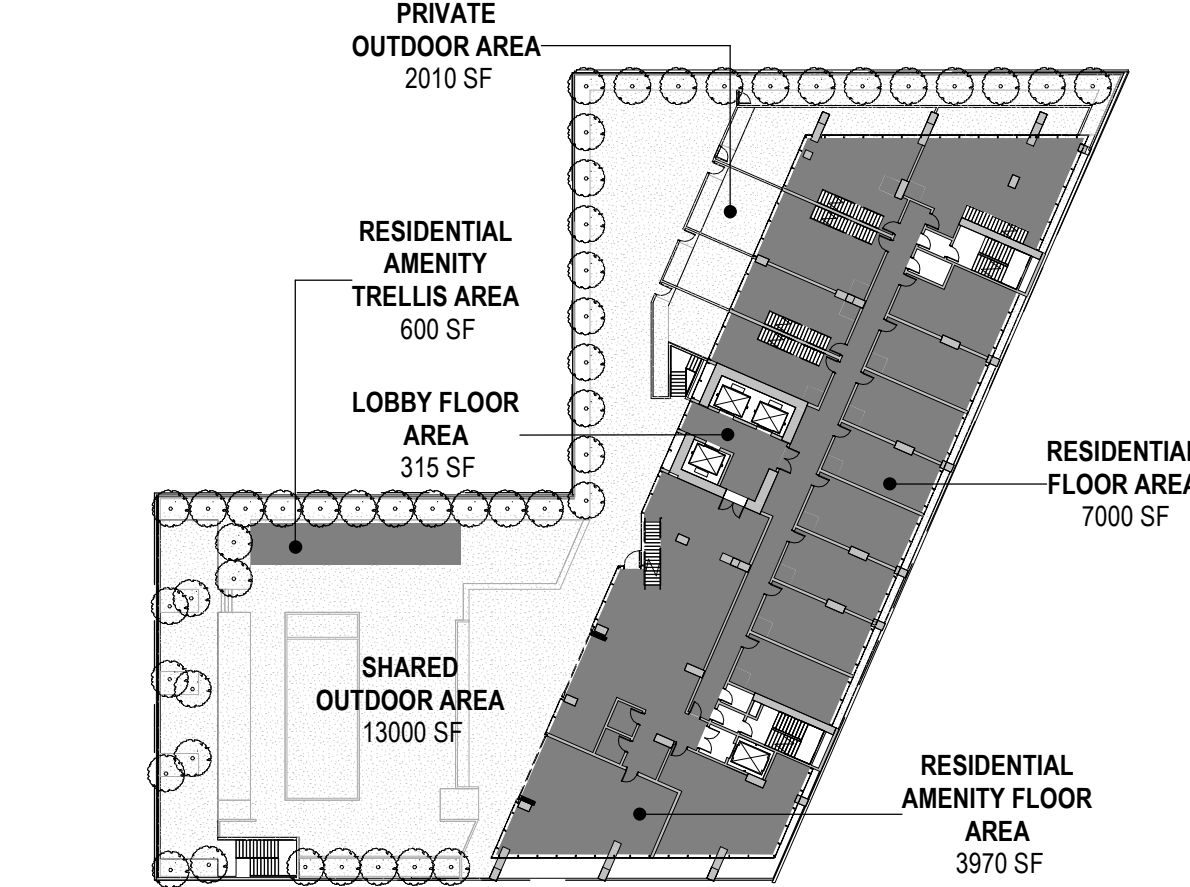
01 GROUND LEVEL - AREA PLAN

SCALE: 1" = 50'-0"



10 LEVELS 21-23 - AREA PLANS TYP.

SCALE: 1" = 50'-0"



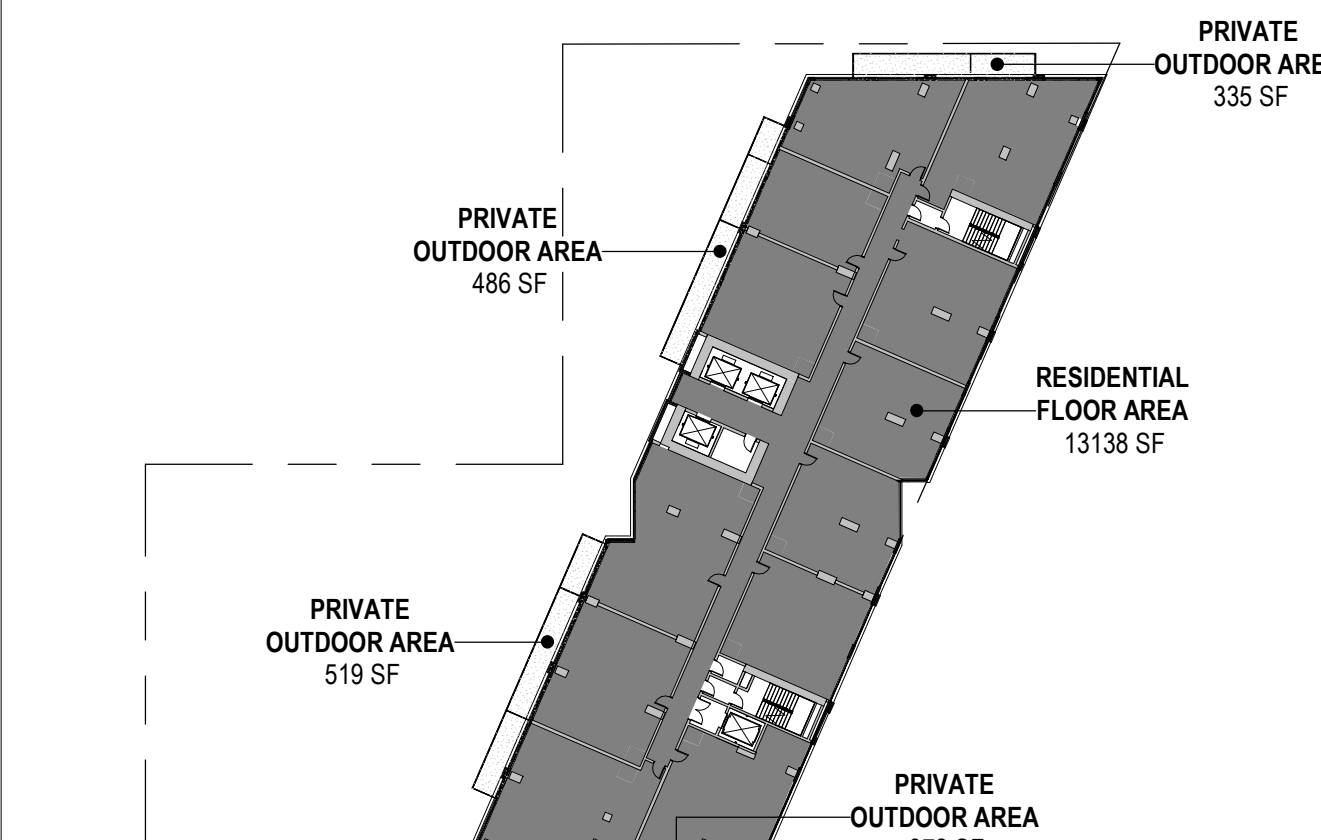
06 LEVEL 04 - AREA PLAN

SCALE: 1" = 50'-0"



02 PARKING LEVEL 01 - AREA PLAN

SCALE: 1" = 50'-0"



11 LEVELS 18-20 - AREA PLANS TYP.

SCALE: 1" = 50'-0"



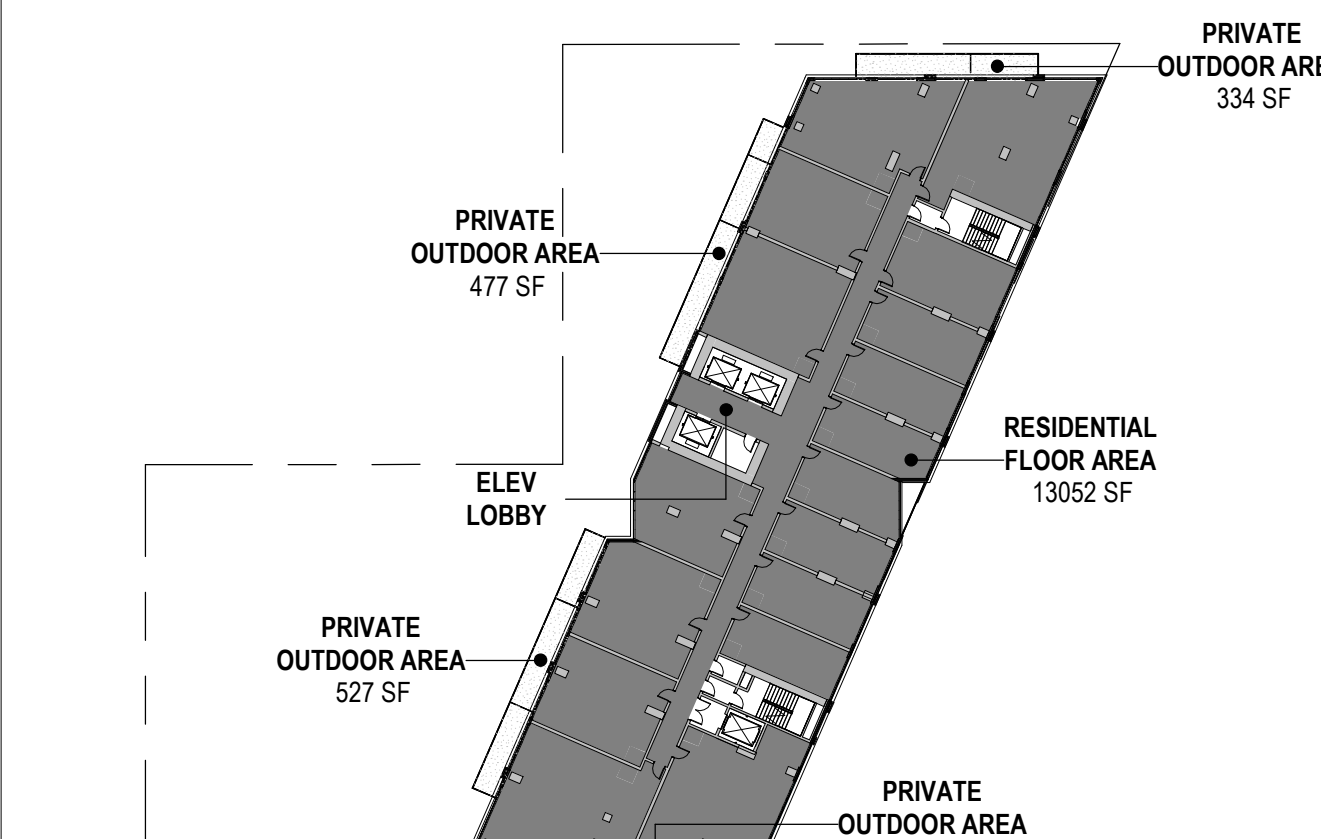
07 LEVEL 03 - AREA PLAN

SCALE: 1" = 50'-0"



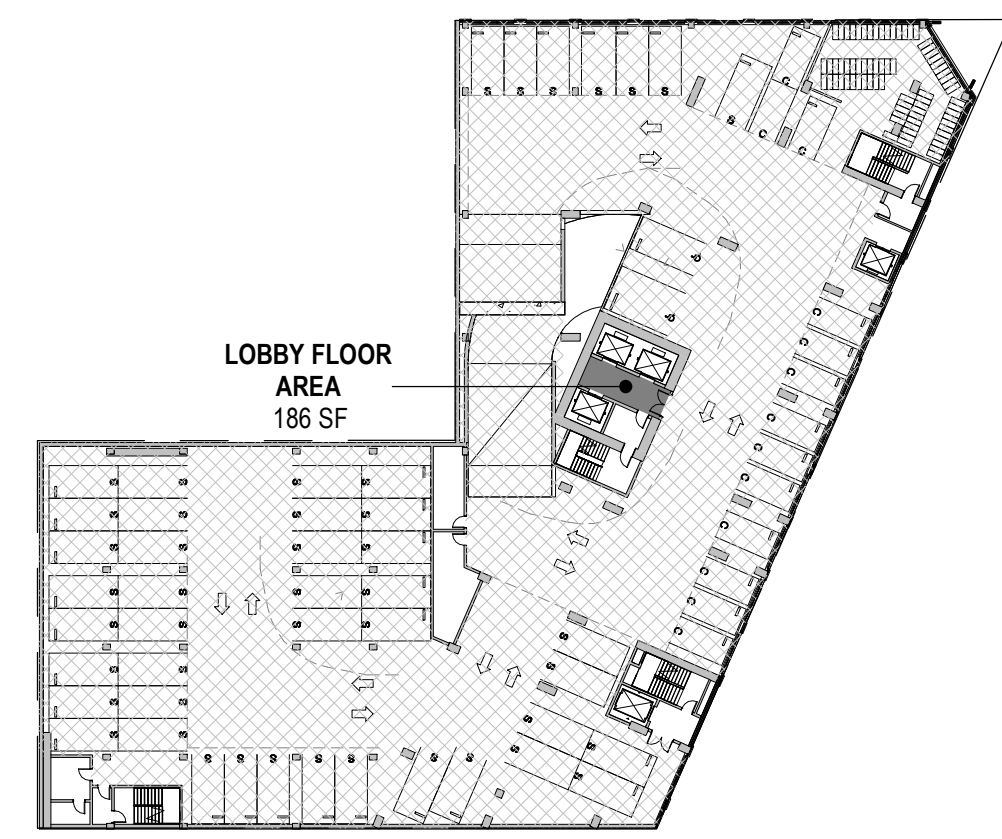
03 PARKING LEVEL 02 - AREA PLAN

SCALE: 1" = 50'-0"



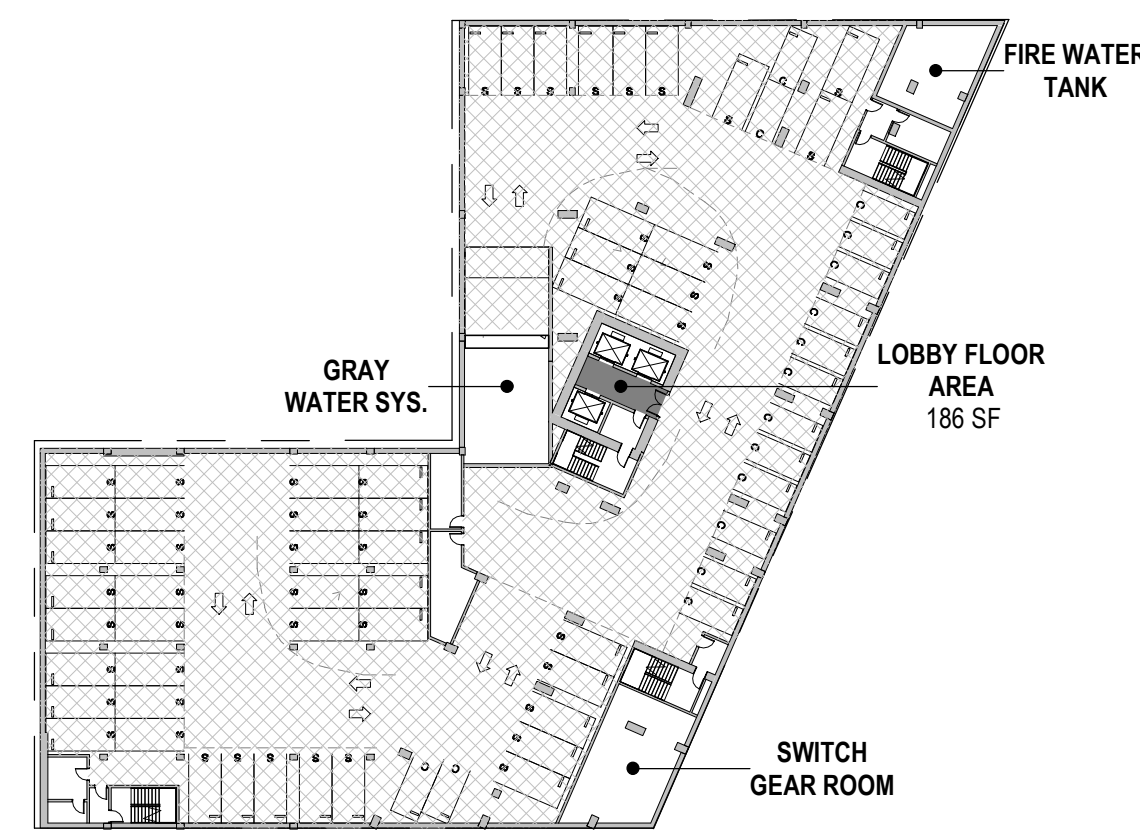
12 LEVELS 06-17 - AREA PLANS TYP.

SCALE: 1" = 50'-0"



08 LEVEL 02 - AREA PLAN

SCALE: 1" = 50'-0"



04 PARKING LEVEL 03 - AREA PLAN

SCALE: 1" = 50'-0"

VICINITY MAP



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ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
AREA DIAGRAM

Scale
As indicated

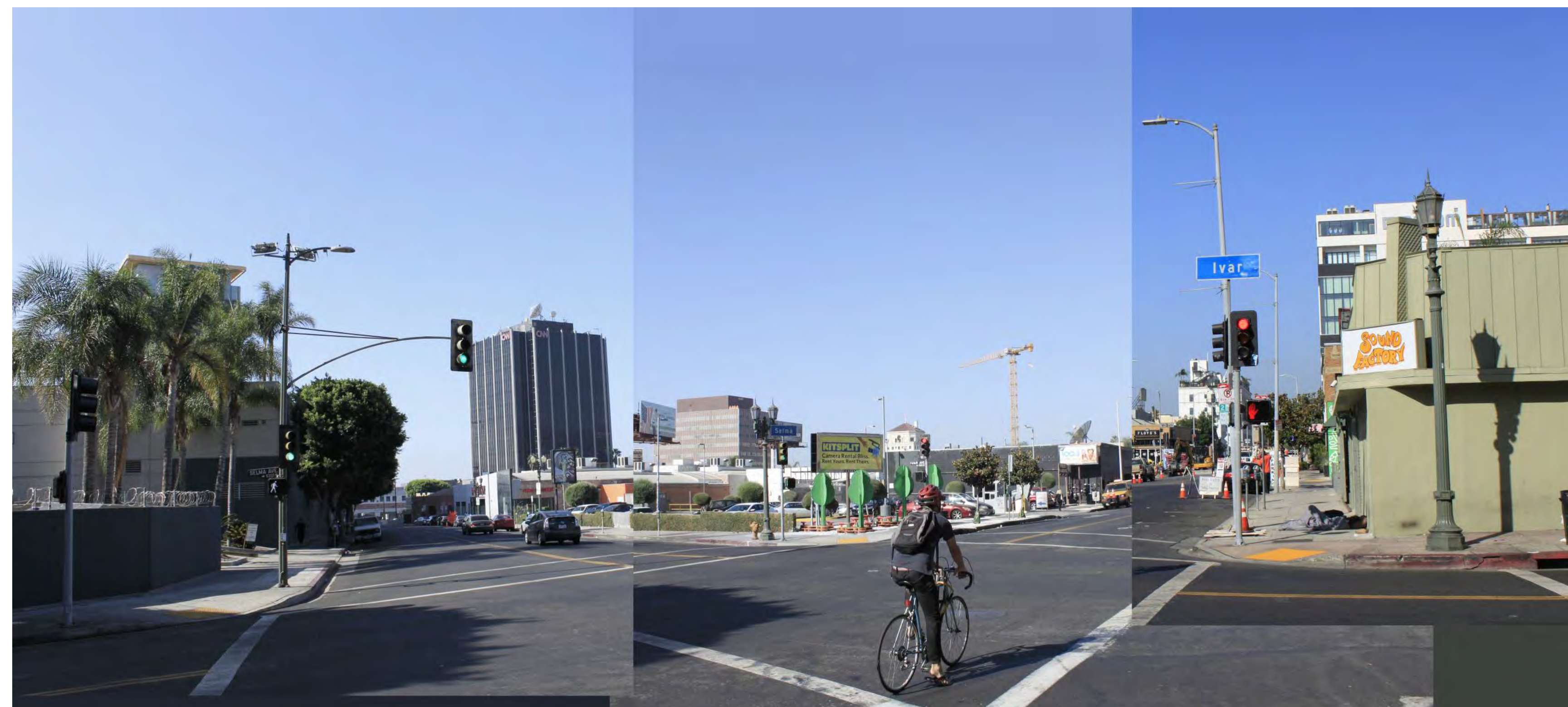
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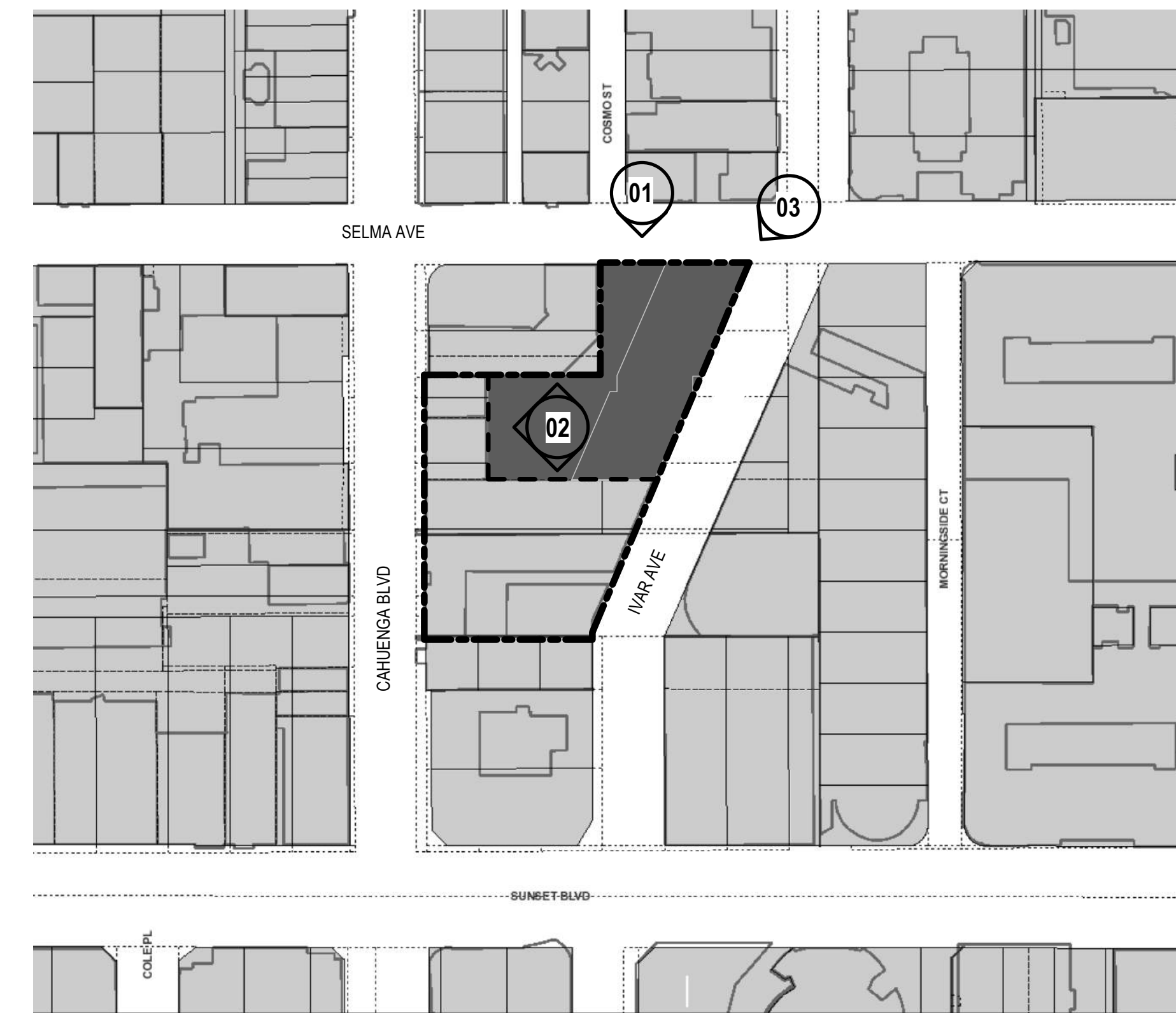
01 VIEWS ALONG SELMA LOOKING AT THE NORTH EDGE OF THE PROPERTY



02 VIEW AROUND THE EDGE CONDITIONS OF THE EXISTING SURFACE PARKING LOT



03 VIEW AT THE CORNER OF IVAR AND SELMA



01 KEY PLAN

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ARTISAN HOLLYWOOD

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05.1593.000

Description
EXISTING SITE PHOTOS

Scale
NOT TO SCALE

A0.20



01 EXISTING SURFACE LOT ON SITE TOWARD IVAR AVE.



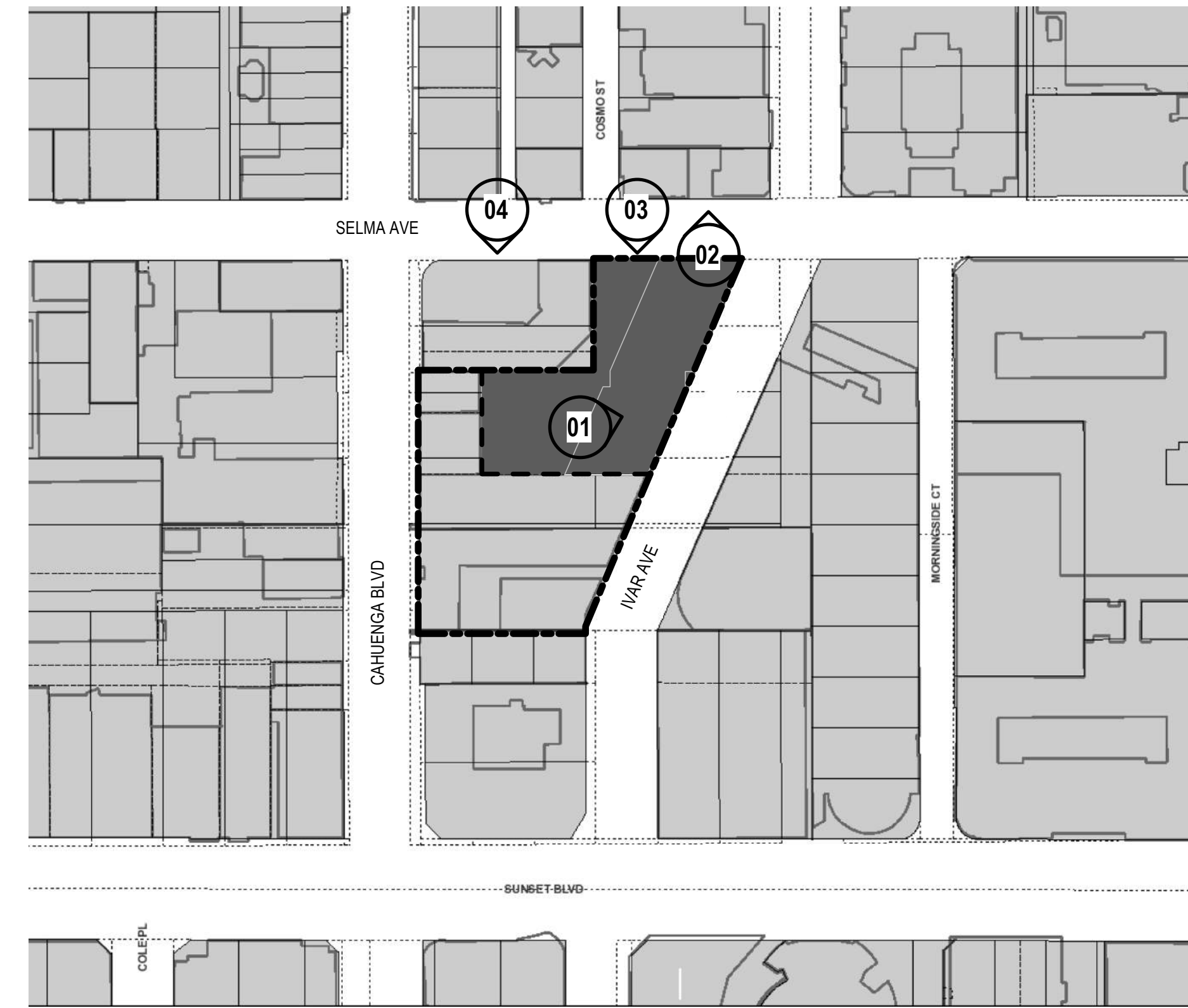
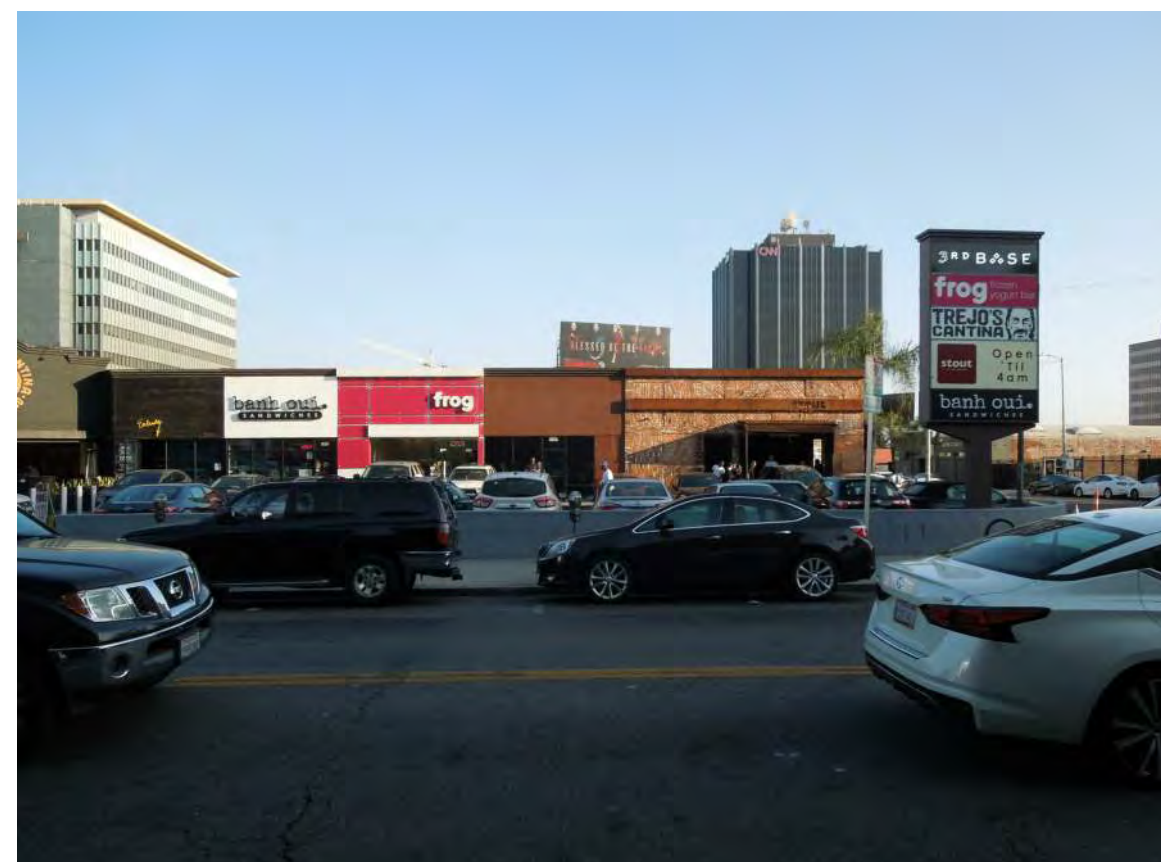
02 EXISTING RETAIL STOREFRONT ACROSS THE STREET ON SELMA AVE.



03 EXISTING SURFACE LOT ON SITE FROM SELMA AVE.



04 EXISTING NEIGHBORING RETAIL FROM SELMA AVE.



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Description
EXISTING SITE PHOTOS

Scale
NOT TO SCALE

A0.21



01 EXISTING RETAIL STOREFRONT FOR "SPACE 15 TWENTY" ALONG CAHUENGA BLVD.



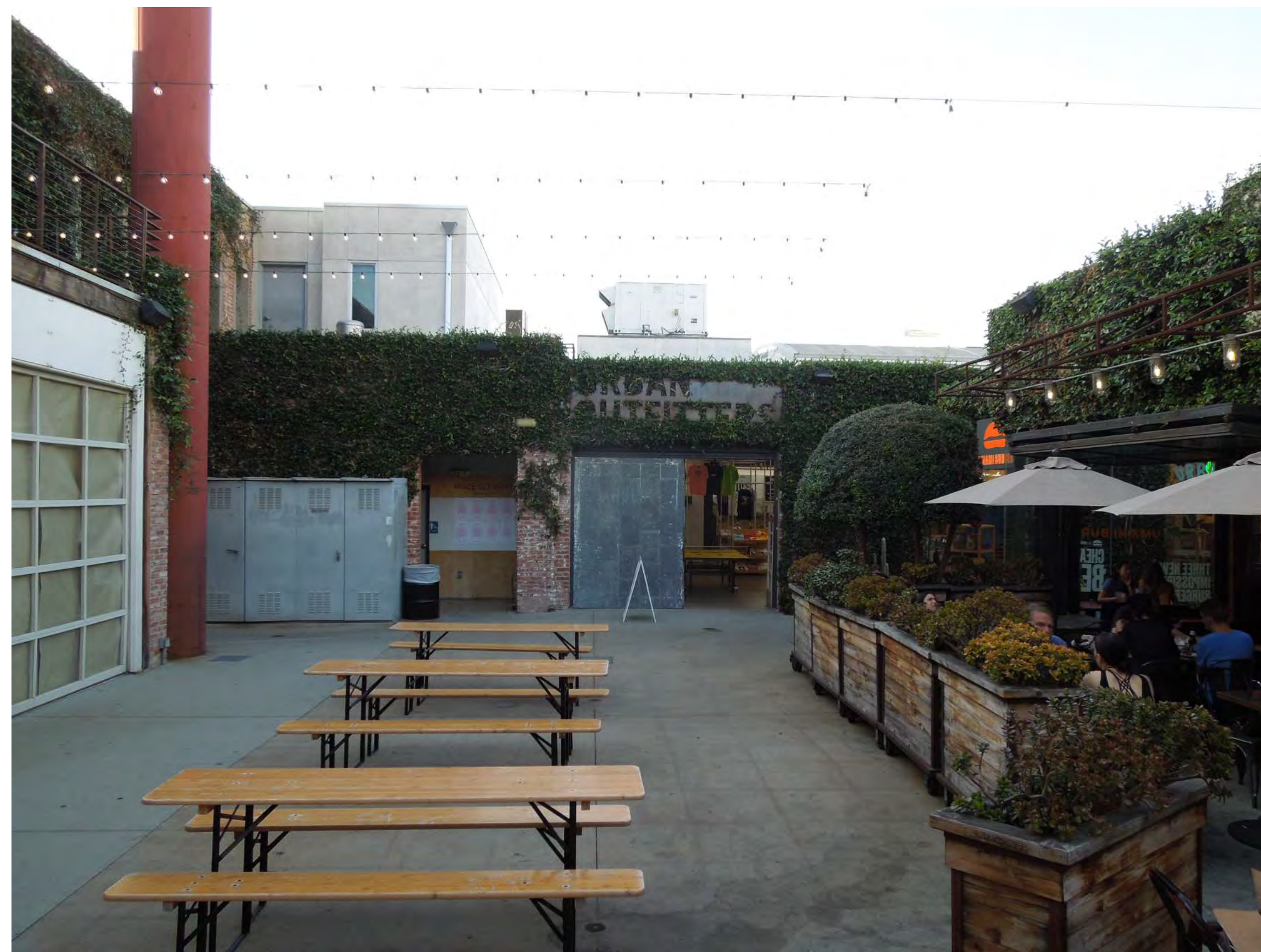
03 EXISTING RETAIL FOR "SPACE 15 TWENTY" ALONG IVAR AVE.



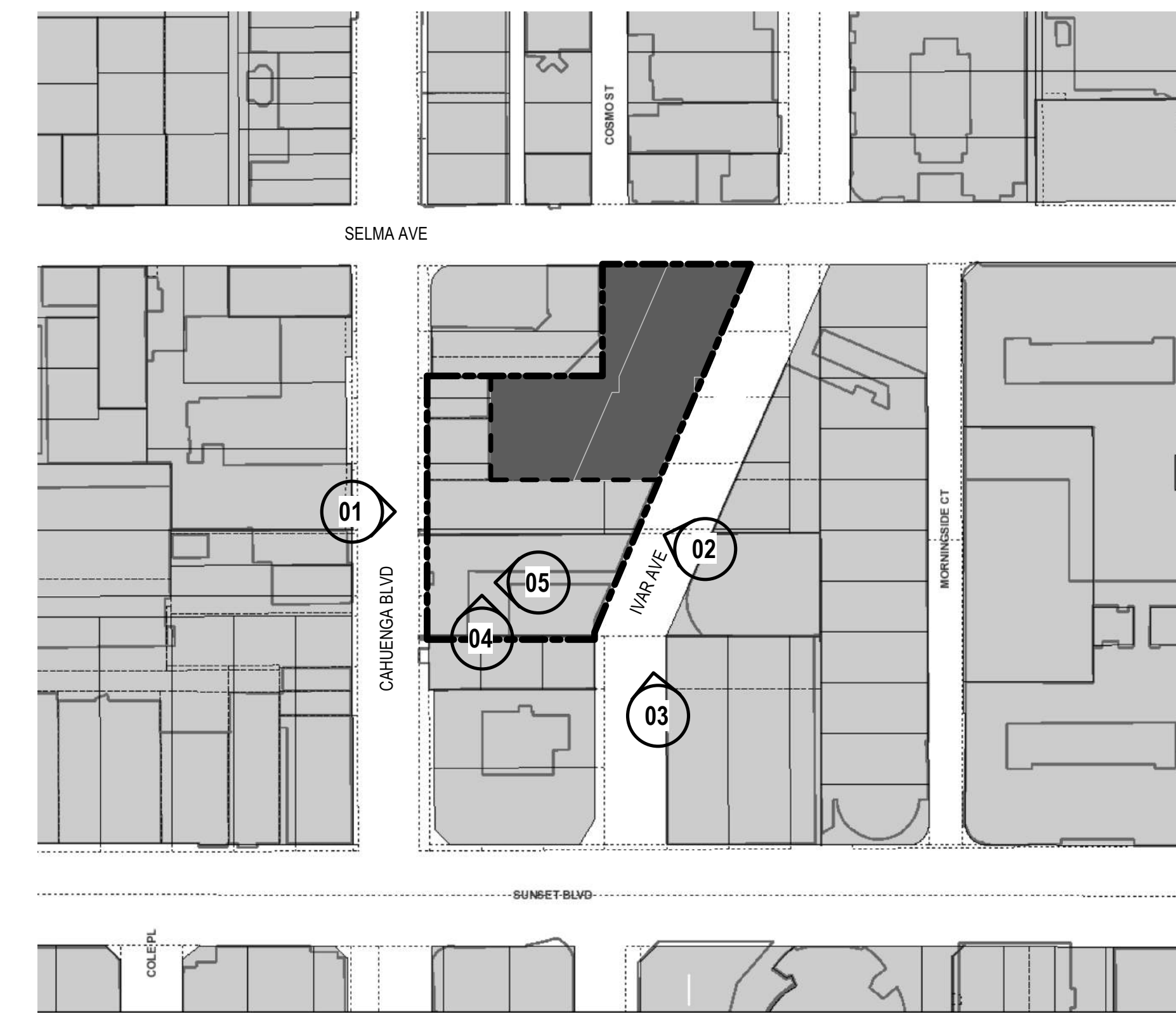
02 EXISTING RETAIL FOR "SPACE 15 TWENTY" ALONG IVAR AVE.



05 EXISTING COURTYARD FOR "SPACE 15 TWENTY"



04 EXISTING COURTYARD FOR "SPACE 15 TWENTY"



01 KEY PLAN

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Description
EXISTING SITE PHOTOS

Scale
NOT TO SCALE

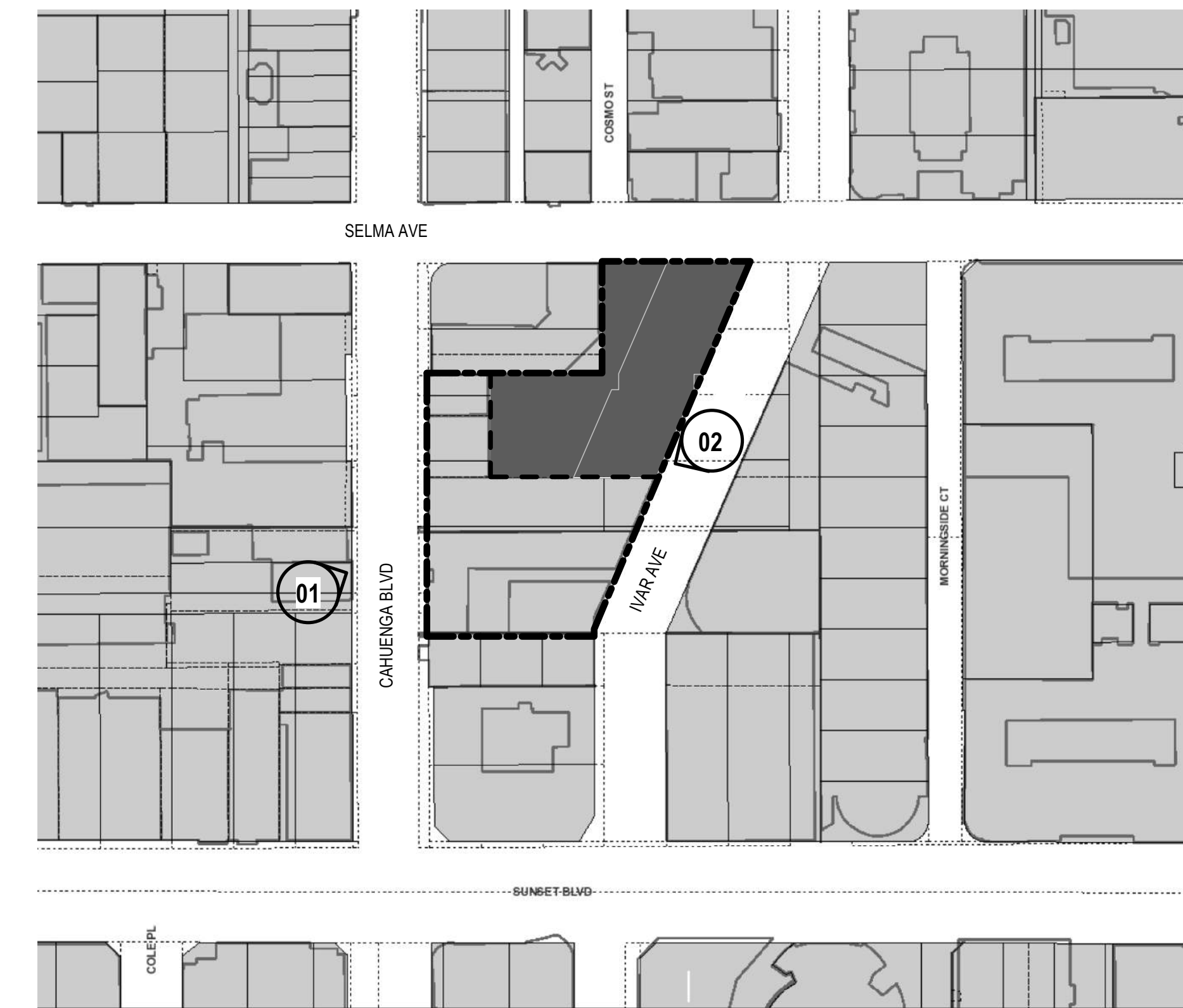
A0.22



01 AERIAL VIEW LOOKING NORTH EAST TOWARD HOLLYWOOD HILLS AND GRIFFITH PARK



02 VIEW OF THE SOUTHERN EDGE OF THE SITE ON IVAR.



01 KEY PLAN

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ARTISAN HOLLYWOOD

Project Number
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Description
EXISTING SITE PHOTOS

Scale
NOT TO SCALE

A0.23



02 NORTH WEST CORNER FROM CAHUENGA AND SELMA

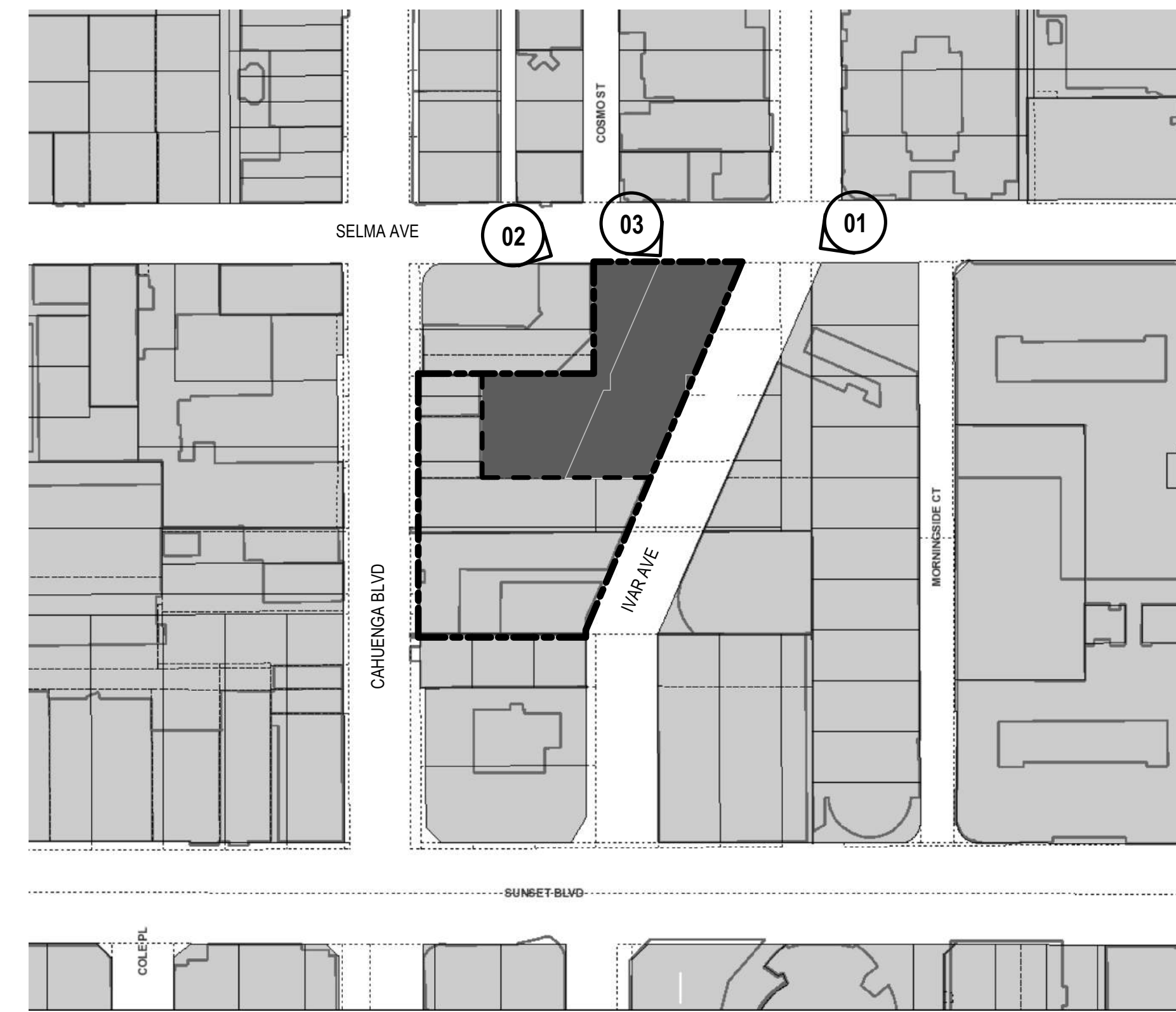


01 NORTH EAST CORNER FROM IVAR AND SELMA

SIGNAGE DEPICTED IS CONCEPTUAL: NO SIGNAGE APPROVALS SOUGHT AT THIS TIME



03 UPPER RESIDENTIAL BALCONIES



01 KEY PLAN

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Project Name
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Description
RENDERING

Scale
NOT TO SCALE

A0.30

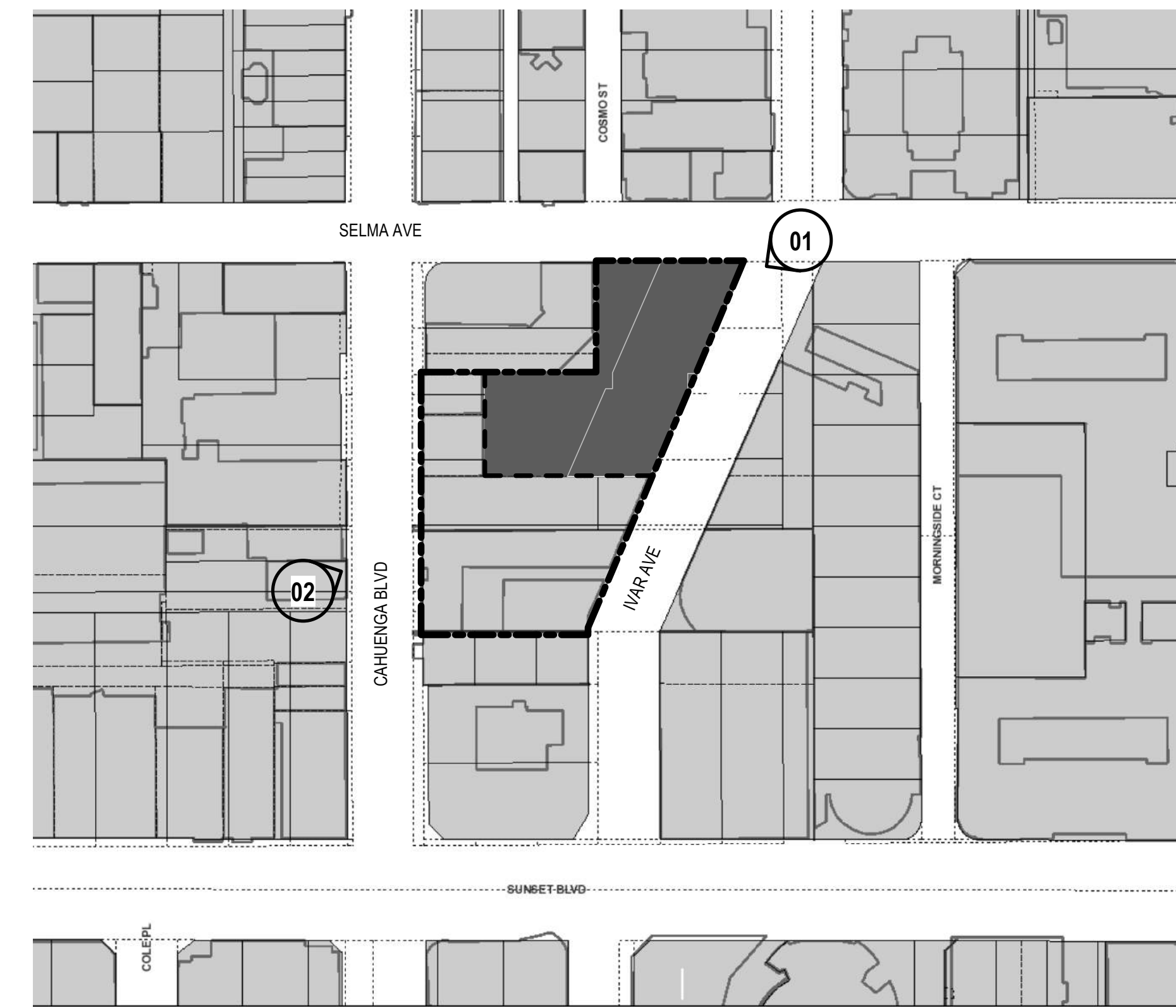


01 NORTH EAST RETAIL CORNER AT IVAR AND SELMA

SIGNAGE DEPICTED IS CONCEPTUAL; NO SIGNAGE APPROVALS SOUGHT AT THIS TIME



02 SOUTH FACADE BIRD'S EYE



01 KEY PLAN

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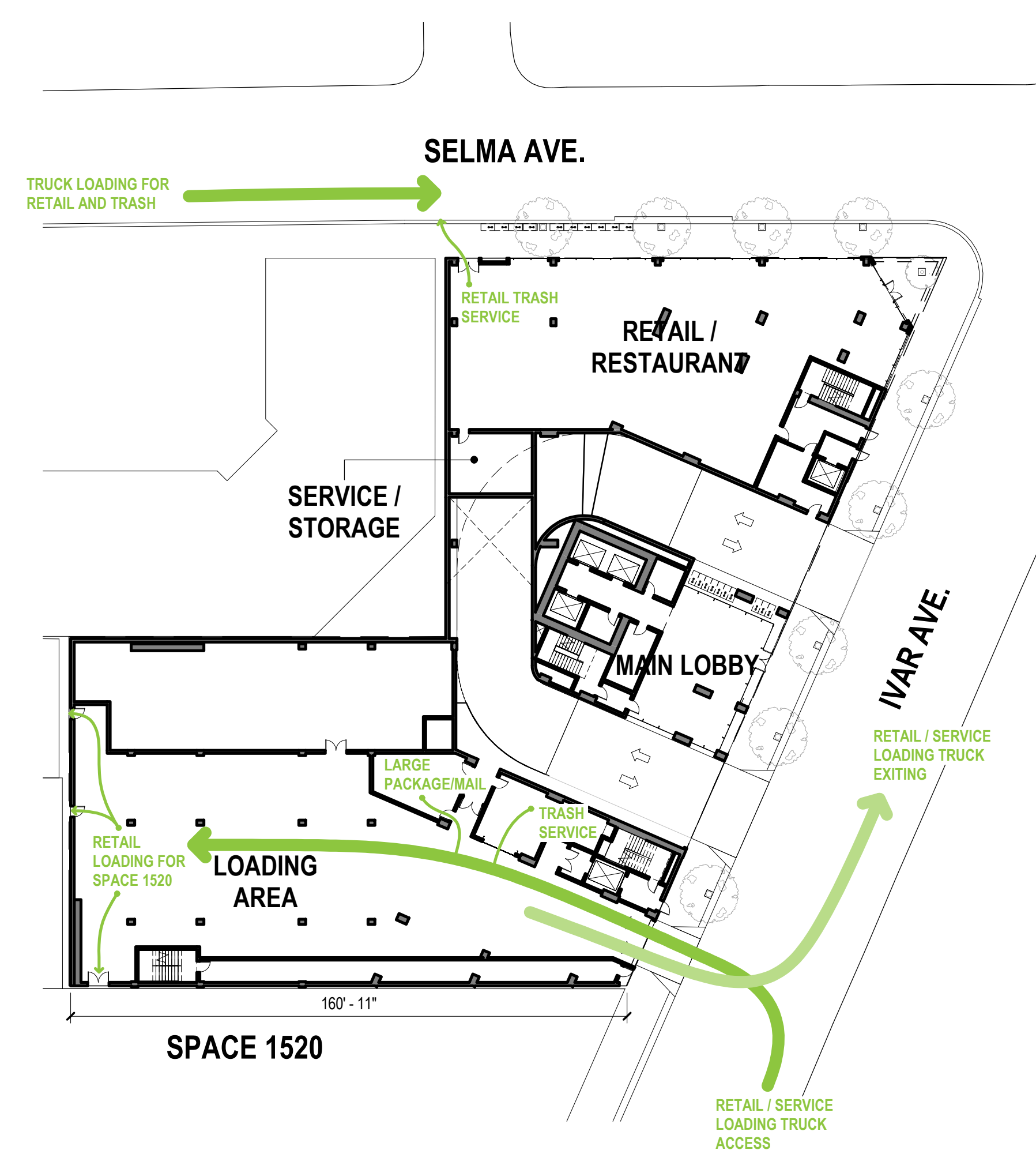
Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

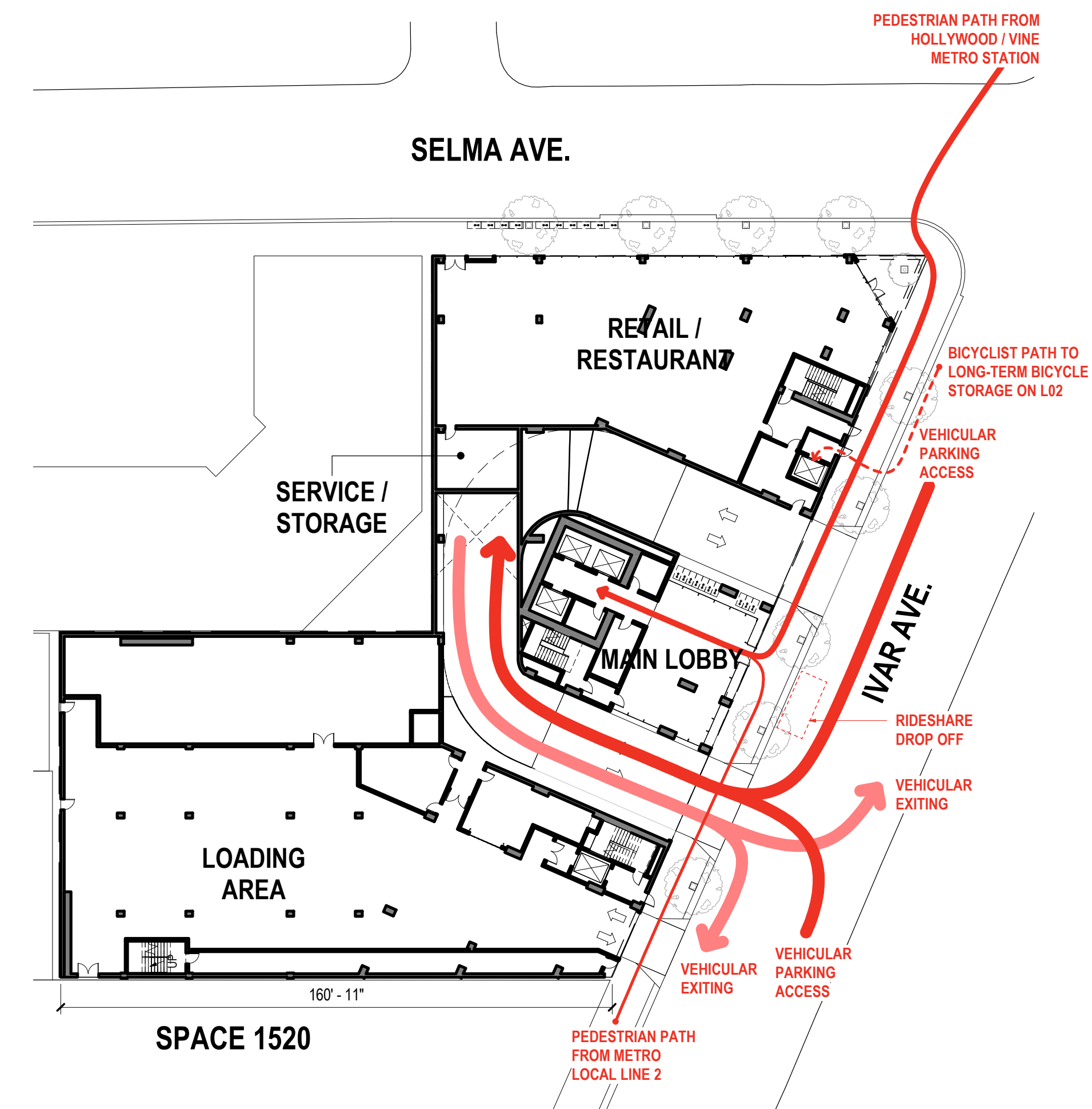
Description
RENDERING

Scale
NOT TO SCALE

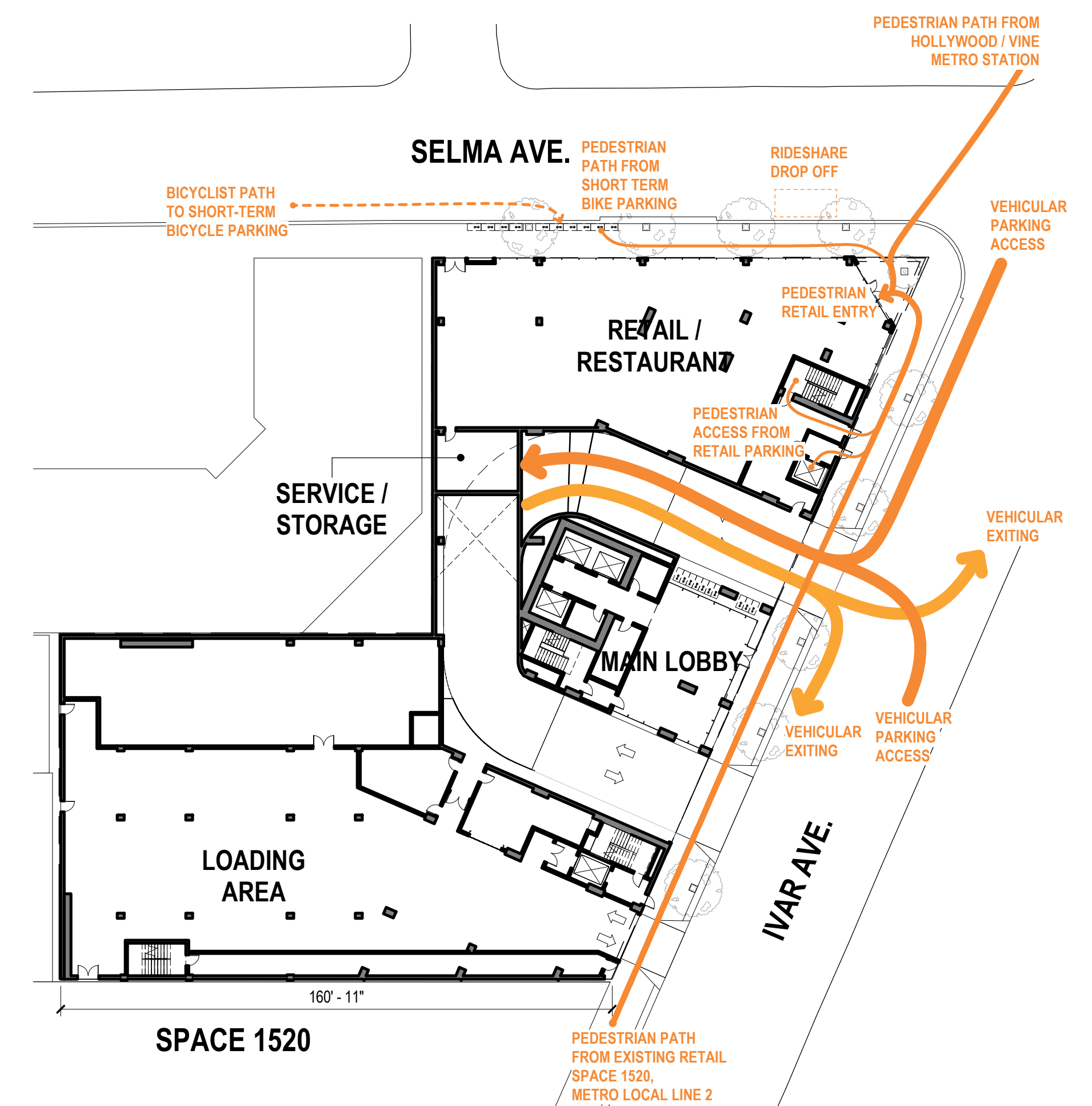
A0.40



03 CIRCULATION DIAGRAM - SERVICE
SCALE: 1/32" = 1'-0"



01 CIRCULATION DIAGRAM - RESIDENT
SCALE: 1/32" = 1'-0"



02 CIRCULATION DIAGRAM - RETAIL
SCALE: 1/32" = 1'-0"

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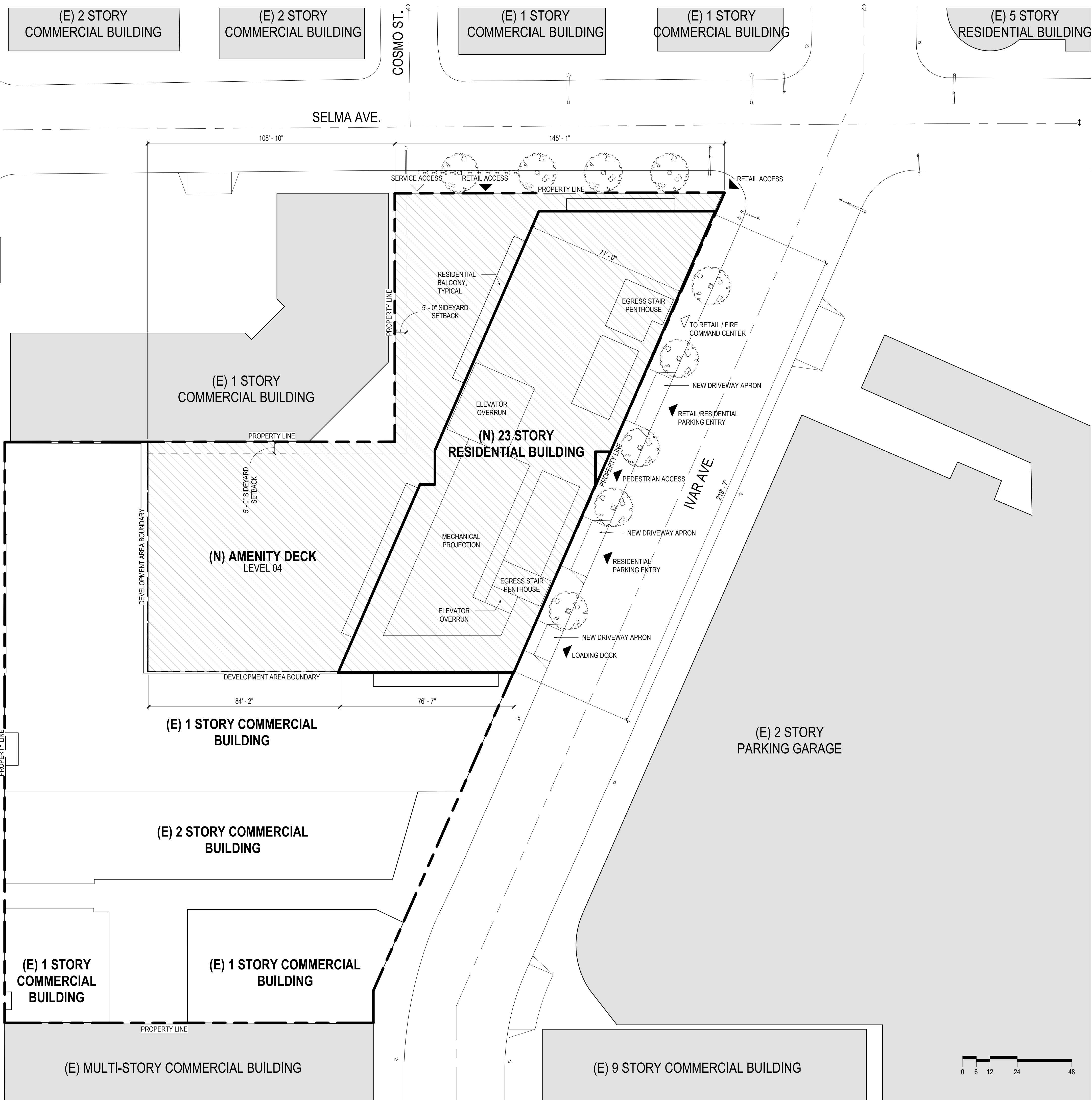
Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
CIRCULATION DIAGRAMS

Scale
1/32" = 1'-0"

A0.50



LEGEND

	(E) STREET LIGHT A
	(E) STREET LIGHT B
	(E) TRAFFIC SIGNAL
	(E) PEDESTRIAN SIGNAL
	PRIMARY ENTRY POINT
	SECONDARY ENTRY POINT

- GENERAL NOTES**
- SEE A0.10 FOR AREA CALCULATIONS, F.A.R. CALCULATIONS, AND PARKING TABLE
 - SEE LANDSCAPE FOR TREE SIZES, TYPE, AND GENERAL LOCATION
 - PROJECT WILL CONFORM TO CALIFORNIA BUILDING CODE AND LOS ANGELES BUILDING CODE REQUIREMENTS FOR FIRE RATED SEPARATIONS AND ENCLOSURES

KEY PLAN

ARTISAN HOLLYWOOD
 1523-1549 Ivar Ave.
 Los Angeles, CA 90068

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Date	Description

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Project Name
 ARTISAN HOLLYWOOD
 Project Number
 05.1593.000
 Description
 SITE PLAN

Scale
 3/64" = 1'-0"

A1.10

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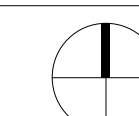
Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
LEVEL P3

Scale
3/32" = 1'-0"

A2.02



ARTISAN HOLLYWOOD

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Project Name
ARTISAN HOLLYWOOD

Project Number
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Description
LEVEL P2

Scale
3/32" = 1'-0"

A2.03



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Project Name

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Description

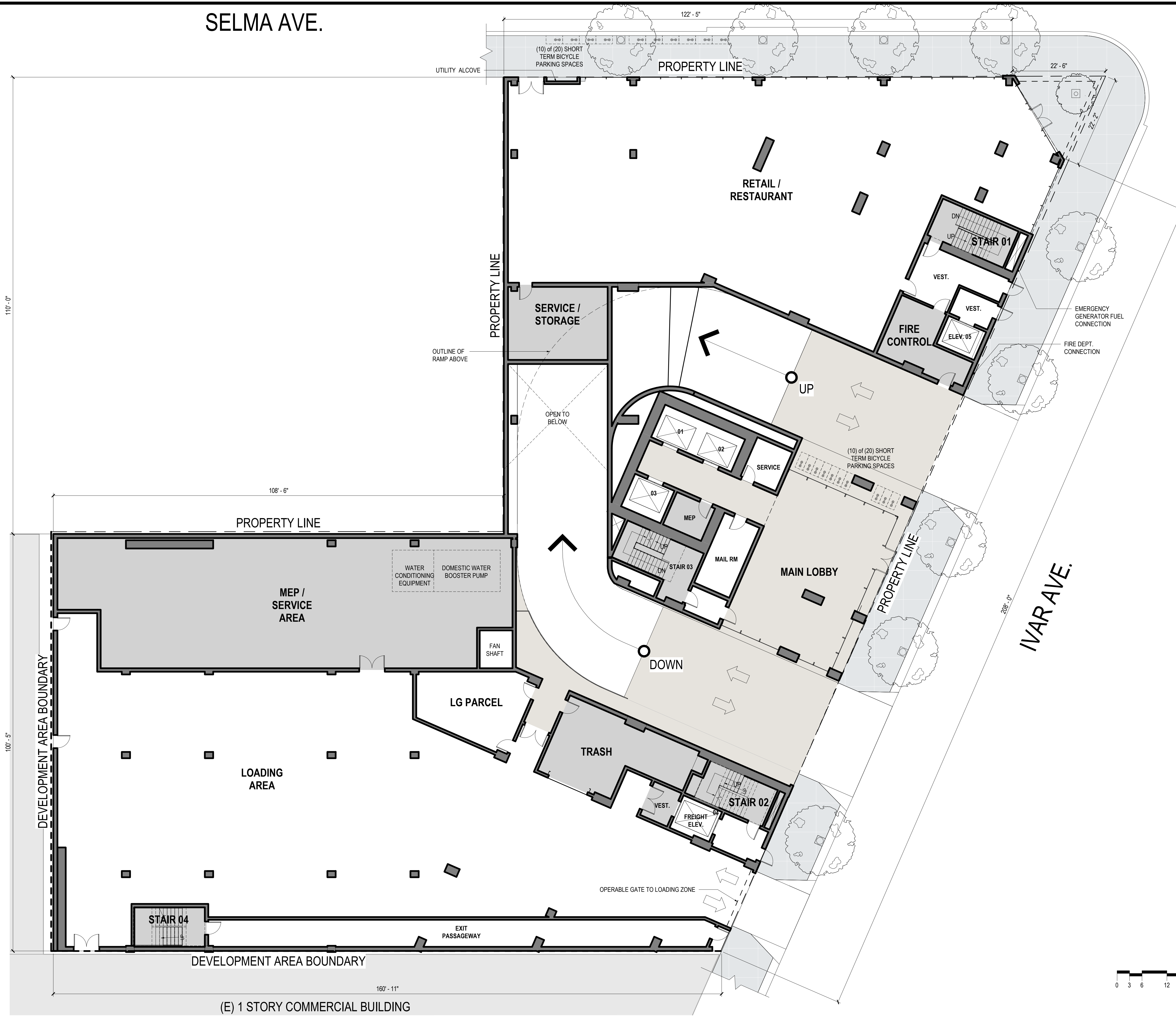
LEVEL P1

Scale

3/32" = 1'-0"

A2.04

SELMA AVE.



(E) 1 STORY COMMERCIAL BUILDING

ARTISAN HOLLYWOOD

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ARTISAN HOLLYWOOD

Project Number
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Description
LEVEL 01 - GROUND

Scale
3/32" = 1'-0"

A2.05

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Project Name
ARTISAN HOLLYWOOD

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Description
LEVEL 02

Scale
3/32" = 1'-0"

A2.06

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Project Name

ARTISAN HOLLYWOOD

Project Number

05.1593.000

Description

LEVEL 03

Scale

3/32" = 1'-0"

A2.07

ARTISAN HOLLYWOOD

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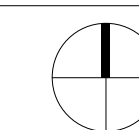
Description

LEVEL 04 - AMENITY DECK

Scale

3/32" = 1'-0"

A2.08



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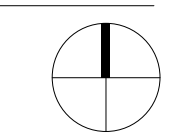
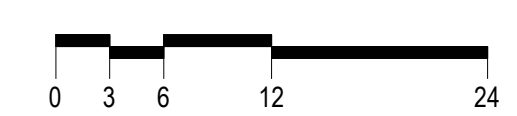
Description

TYPICAL LEVEL 06 - LEVEL 17

Scale

3/32" = 1'-0"

A2.10



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Project Name

ARTISAN HOLLYWOOD

Project Number

05.1593.000

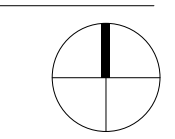
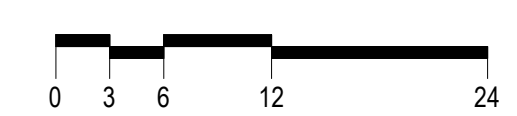
Description

TYPICAL LEVEL 18 - LEVEL 20

Scale

3/32" = 1'-0"

A2.11



ARTISAN HOLLYWOOD

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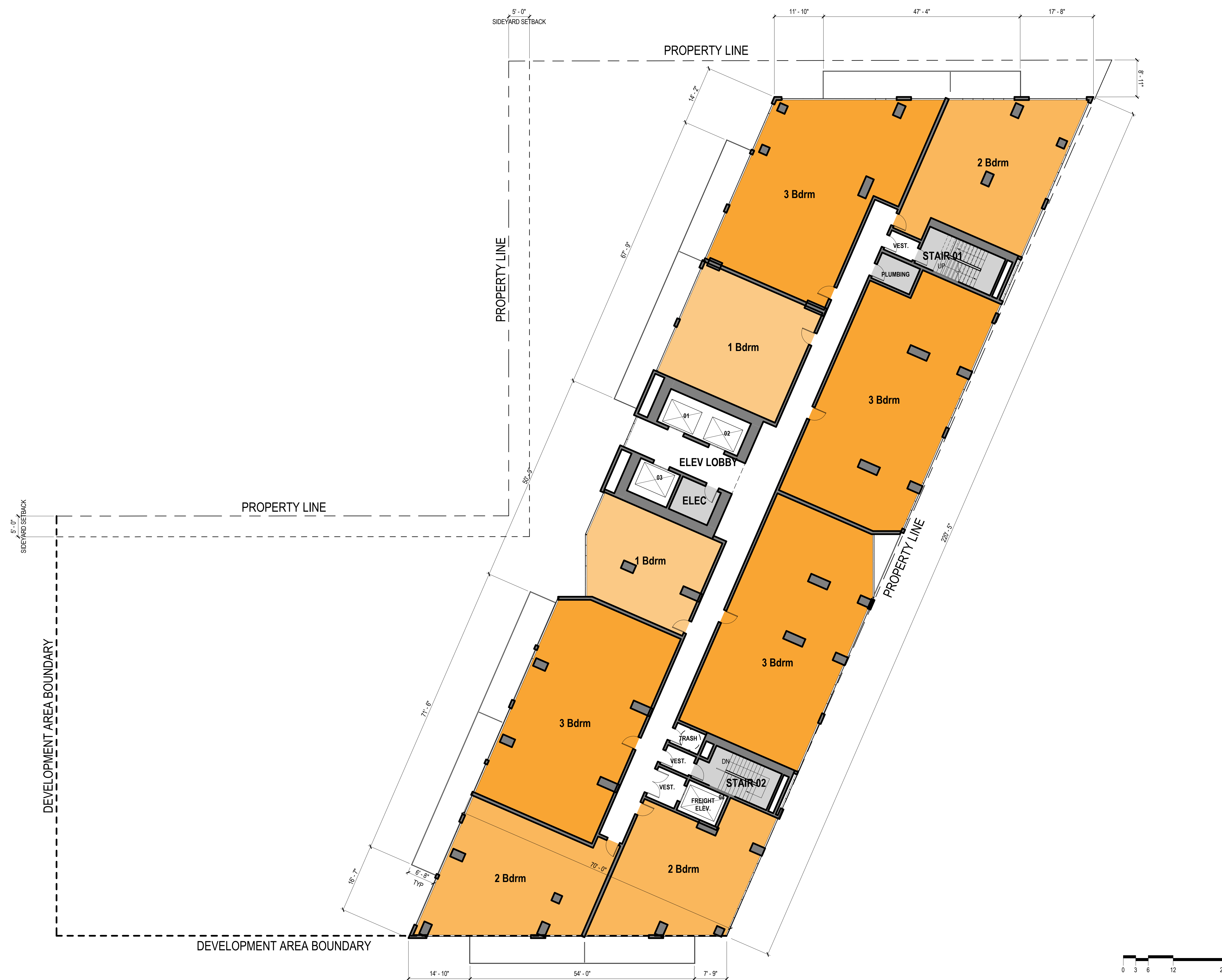
AP CAHUENGA OWNER VIII, L.P.

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3000 Olympic Boulevard Tel 310.315.4851
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500 South Figueroa Street Tel 213.327.3600
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Date	Description

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Project Name

ARTISAN HOLLYWOOD

Project Number

05.1593.000

Description

TYPICAL LEVEL 21 - LEVEL 23 (PENTHOUSE)

Scale

3/32" = 1'-0"

A2.12

ARTISAN HOLLYWOOD

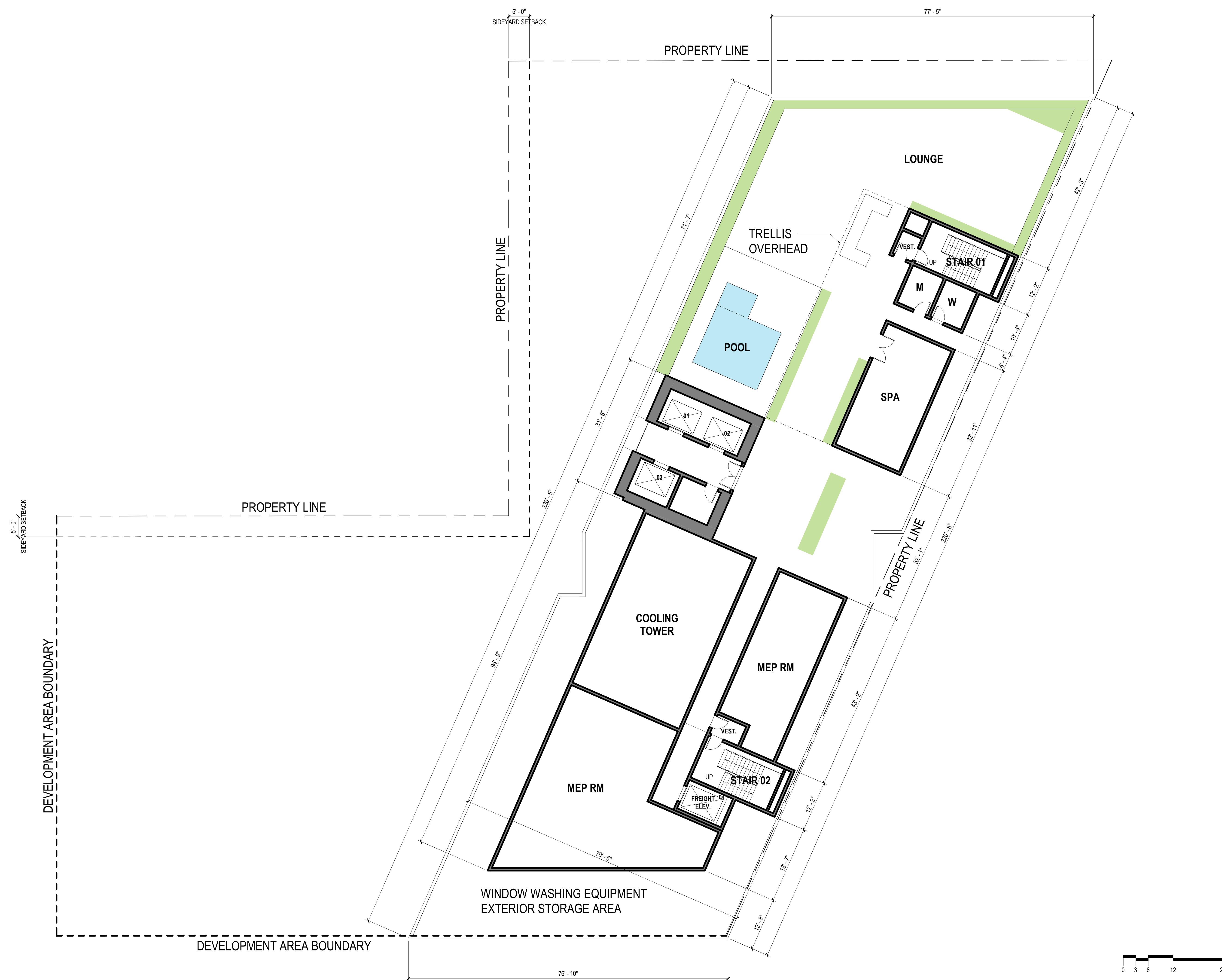
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Los Angeles, CA 90068

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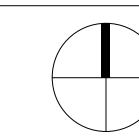
Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
LEVEL 24 - ROOF DECK

Scale
3/32" = 1'-0"

A2.13



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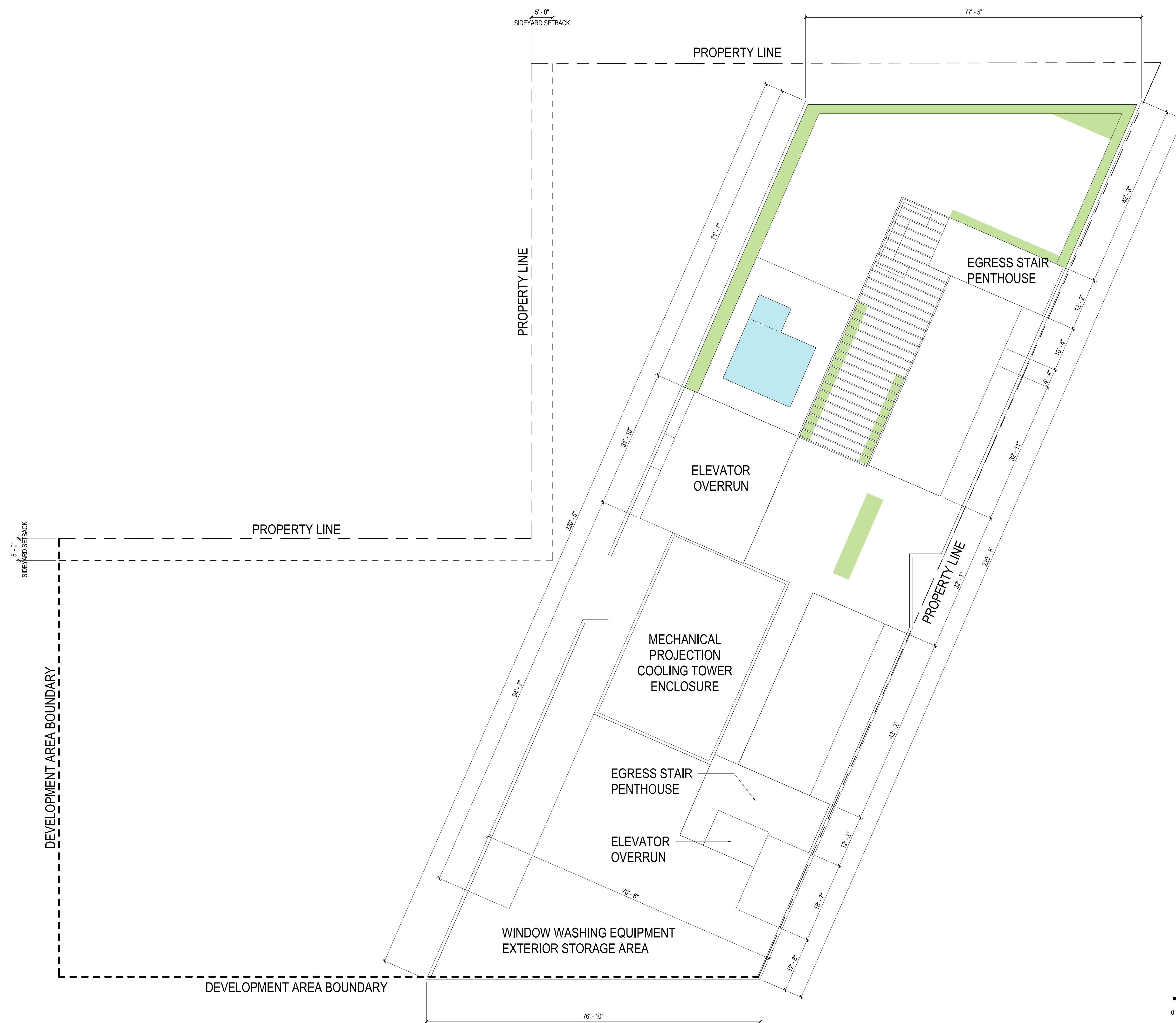
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ARTISAN HOLLYWOOD

Project Number

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Description

ROOF PLAN

Scale

3/32" = 1'-0"

A2.14

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Date	Description

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Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
BUILDING SECTION

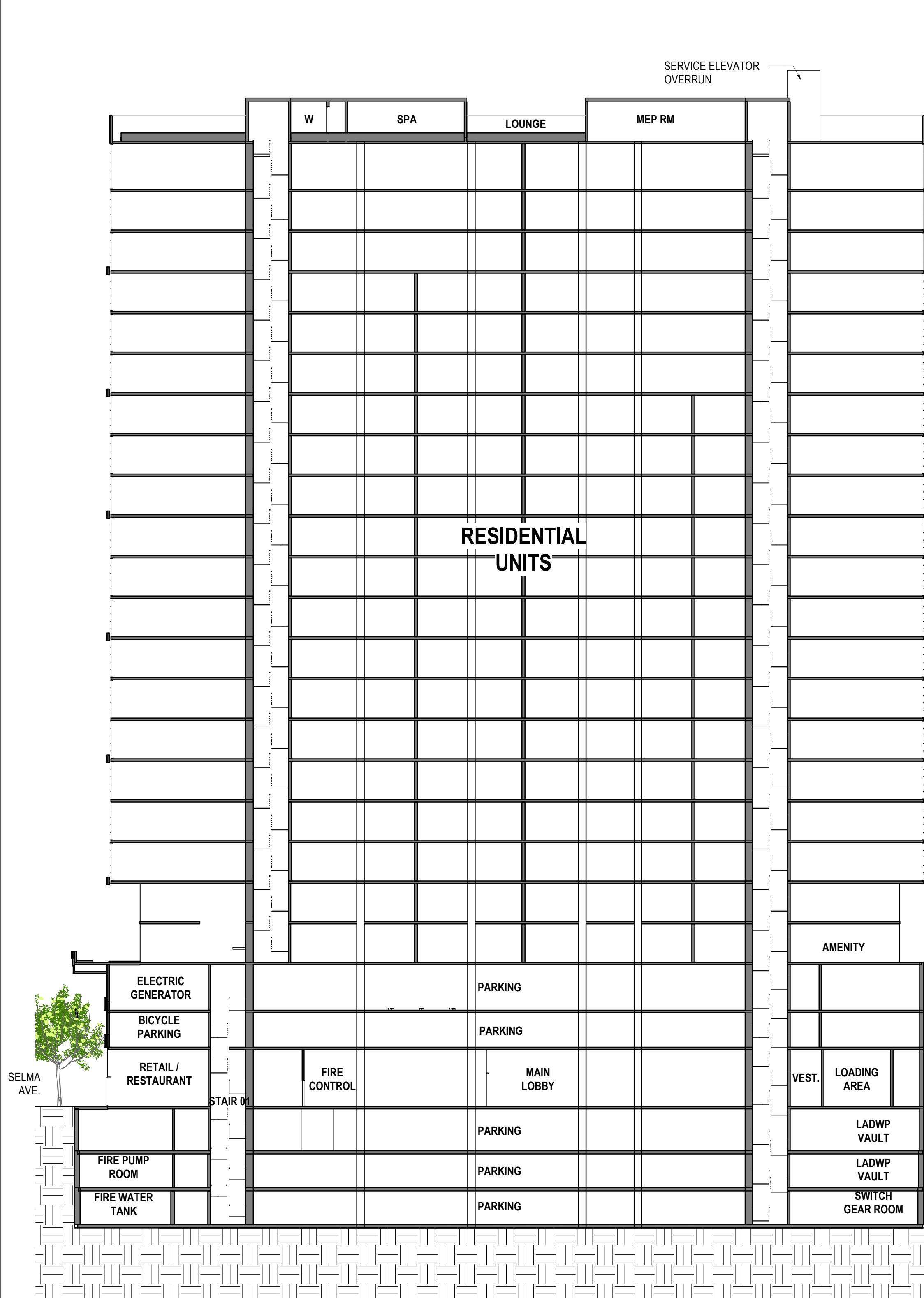
Scale
3/64" = 1'-0"

A3.01

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MAX. T.O. TRELIS, MECH.
PROJECTIONS, STAIR PENTHOUSES,
AND ELEVATOR OVERRUN
286'-0"

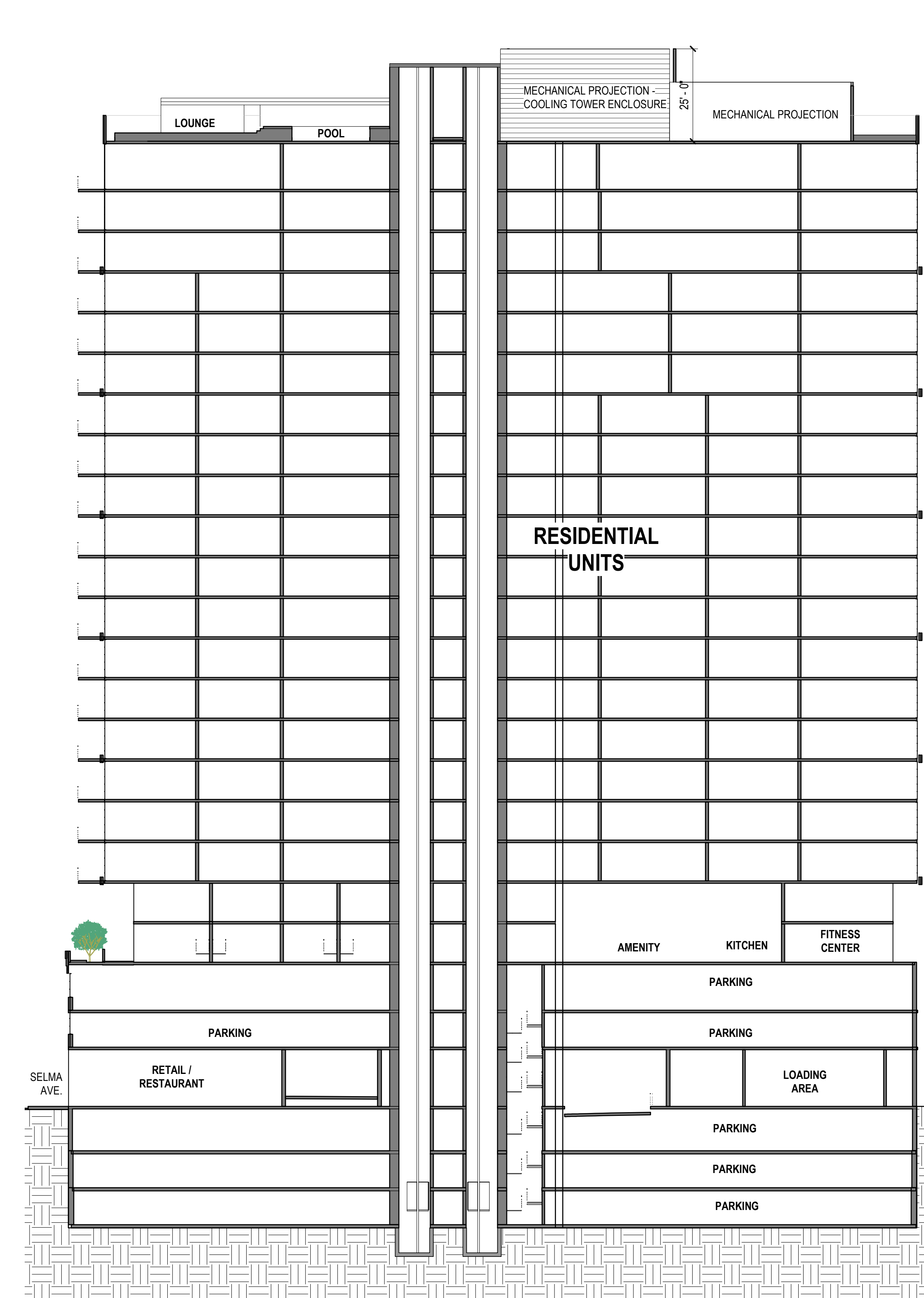
T.O. PARAPET
268'-0"
LEVEL 24
261'-0"
LEVEL 23
248'-0"
LEVEL 22
237'-0"
LEVEL 21
226'-0"
LEVEL 20
215'-0"
LEVEL 19
204'-0"
LEVEL 18
193'-0"
LEVEL 17
182'-0"
LEVEL 16
171'-0"
LEVEL 15
160'-0"
LEVEL 14
149'-0"
LEVEL 13
138'-0"
LEVEL 12
127'-0"
LEVEL 11
116'-0"
LEVEL 10
105'-0"
LEVEL 09
94'-0"
LEVEL 08
83'-0"
LEVEL 07
72'-0"
LEVEL 06
61'-0"
LEVEL 05
50'-0"
LEVEL 04
39'-0"
LEVEL 03
26'-0"
LEVEL 02
16'-0"
LEVEL 01
0'-0"
PARKING LEVEL 01
-12'-0"
PARKING LEVEL 02
-22'-0"
PARKING LEVEL 03
-32'-0"



02 BUILDING SECTION 02
SCALE: 3/64" = 1'-0"

MAX. T.O. TRELIS, MECH.
PROJECTIONS, STAIR PENTHOUSES,
AND ELEVATOR OVERRUN
286'-0"

T.O. PARAPET
268'-0"
LEVEL 24
261'-0"
LEVEL 23
248'-0"
LEVEL 22
237'-0"
LEVEL 21
226'-0"
LEVEL 20
215'-0"
LEVEL 19
204'-0"
LEVEL 18
193'-0"
LEVEL 17
182'-0"
LEVEL 16
171'-0"
LEVEL 15
160'-0"
LEVEL 14
149'-0"
LEVEL 13
138'-0"
LEVEL 12
127'-0"
LEVEL 11
116'-0"
LEVEL 10
105'-0"
LEVEL 09
94'-0"
LEVEL 08
83'-0"
LEVEL 07
72'-0"
LEVEL 06
61'-0"
LEVEL 05
50'-0"
LEVEL 04
39'-0"
LEVEL 03
26'-0"
LEVEL 02
16'-0"
LEVEL 01
0'-0"
PARKING LEVEL 01
-12'-0"
PARKING LEVEL 02
-22'-0"
PARKING LEVEL 03
-32'-0"



01 BUILDING SECTION 01
SCALE: 3/64" = 1'-0"

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United States

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Project Name

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Project Number

05.1593.000

Description

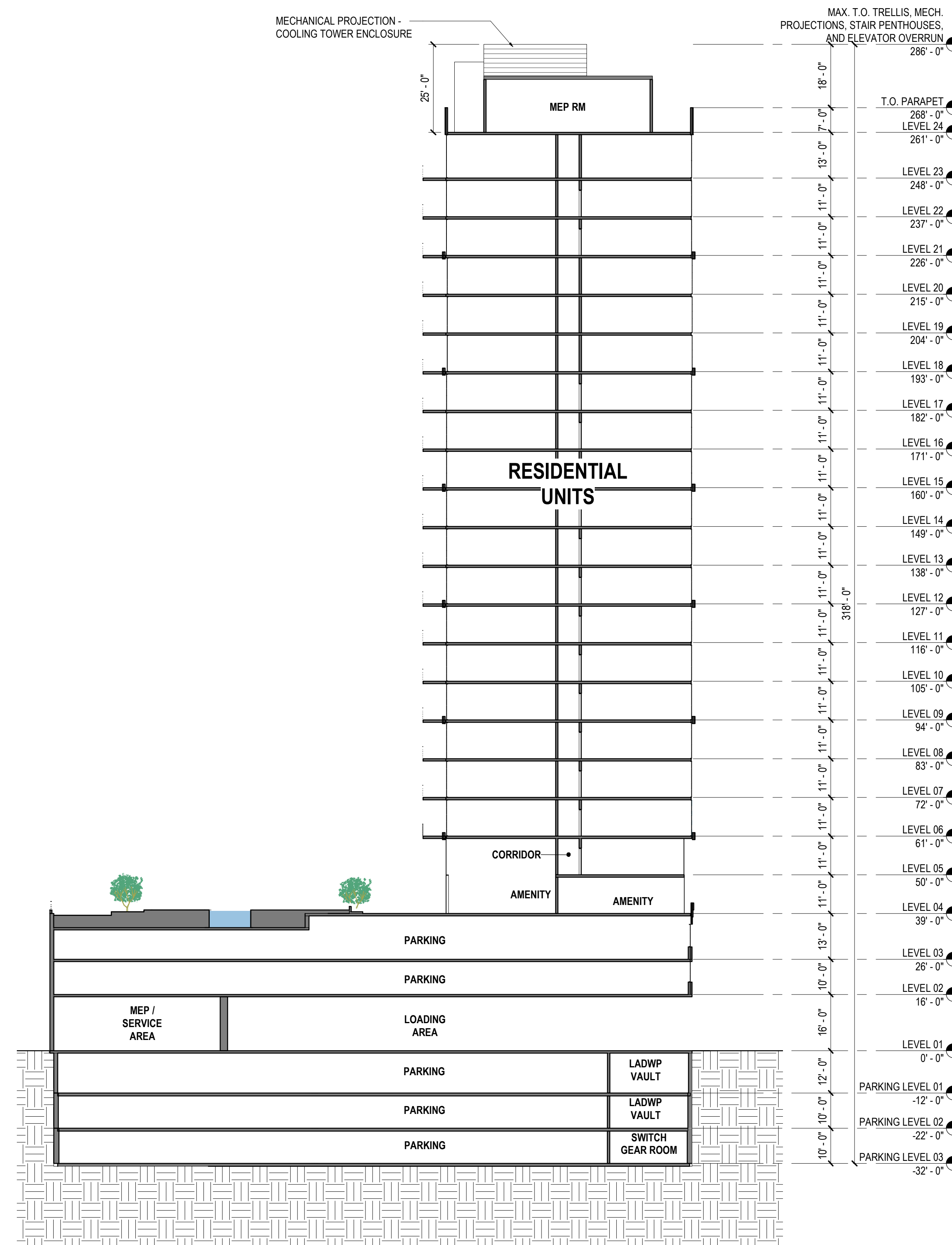
BUILDING SECTION

Scale

3/64" = 1'-0"

A3.02

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01 BUILDING SECTION 03
SCALE: 3/64" = 1'-0"



02 KEY PLAN

BUILDING ASSEMBLY and FINISH SCHEDULE				
FINISH CODE	MATERIAL TYPE	LOCATION	FINISH	SIZE
MTL-01	MILD - STEEL PROFILES AND HEAVY GAUGE METAL MESH INFILL	BALCONY GUARDRAILS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
MTL-02	PREWEATHERED 'CORTEN' STEEL COLUMN ENCLOSURE	CONCRETE COLUMNS AT LEVEL 4 AMENITY DECK (2X HIEGHT)	STABILIZED FOR EXTERIOR INSTALL AS REQUIRED	VARIES, SEE PLANS AND ELEVATIONS
MTL-03	HANGING STRUCTURAL STEEL PROFILES AND PLATE AT SLAB/BALCONY EDGES	BALCONIES, BLDG EXTERIOR CLADDING, MISC @ EXPOSED BRICK LEDGERS AND JAMBS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
WW-01	STEEL OR NARROW STILE ALUMINIUM TRUE DIVIDED LITE WINDOW WALL W/ INSULATED GLASS UNITS AND DOORS AT BALCONIES	ALL APARTMENTS, ELEVATOR LOBBIES, MAIN LOBBY, RETAIL STOREFRONTS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH, 1-3/8" IGU (Solarband 70)	VARIES, SEE PLANS AND ELEVATIONS
WW-02	ALUM. WINDOW WALL SYSTEM, THERMALLY BROKEN, TOP AND BOTTOM CAPTURED W/ BUTT GLAZED JAMBS, FULL HEIGHT FLOOR TO FLOOR LITES,	EXTERIOR ENCLOSURE AT LEVEL 4 AND 5 AMENITY DECK AND APARTMENTS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH, 1-3/8" IGU (Solarband 70)	VARIES, SEE PLANS AND ELEVATIONS
WW-03	ALUMINIUM 'PUNCH' WINDOW SYSTEM, NARROW STILE ALUMINIUM DIVIDED LITES (Solarband 70)	LEVEL 2 AND 3 PODIUM PARKING FLOORS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
GLDR-01	FULL HEIGHT BI-FOLDING GLASS DOORS, (LAMINATED)	LEVEL 4 AMENITY DECK AND LEVEL 24 ROOF DECK, 1-9/16" IGU (Solarband 70)	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
BR-01	EXTERIOR BRICK - PRECAST CONCRETE UNIT WITH HAND-SET BRICK IN-LAY	PODIUM AND PARKING LEVELS (GROUND TO LEVEL 4)	EXTERIOR	SEE ELEVATIONS
BR-02	EXTERIOR THIN BRICK OVER METAL STUD FRAMING WITH INSULATION	APARTMENT TOWER (LEVELS 6 THRU ROOF PARAPET)	EXTERIOR	SEE ELEVATIONS
BR-03	INTERIOR THIN BRICK VENEER	EXTERIOR WALLS OF APARTMENTS ADJACENT TO BALCONIES AND WINDOW WALLS	INTERIOR	VARIES
BR-04	DECORATIVE BRICK COURSING	SLAB EDGES, CORNERS, PILASTERS	EXTERIOR	ASSUME 10-20% OF OVERALL EXTERIOR BRICK AREA
CONC-01	EXPOSED VERTICAL STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	SACKED AND PATCHED	SEE PLANS
CONC-02	ARCHITECTURAL TOPPING COAT OVER STRUCTURAL SLAB FLOOR	MAIN AND ELEVATOR LOBBIES, AND COMMON AREAS	GROUND, POLISHED AND SEALED	SEE PLANS
CONC-03	EXPOSED STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	TBD	SEE PLANS
CANOPY-01	ARCHITECTURAL STRUCTURAL STEEL AND FROSTED GLASS (LAMINATED)	GROUND LEVEL LOBBY AND RETAIL	HIGH PERFORMANCE EXTERIOR GRADE FINISH	SEE ELEVATIONS
CANOPY-02	ALUMINIUM PROFILES AND FROSTED GLASS (LAMINATED)	LEVEL 4 AMENITY DECK	HIGH PERFORMANCE EXTERIOR GRADE FINISH	VARIES, SEE DWGS

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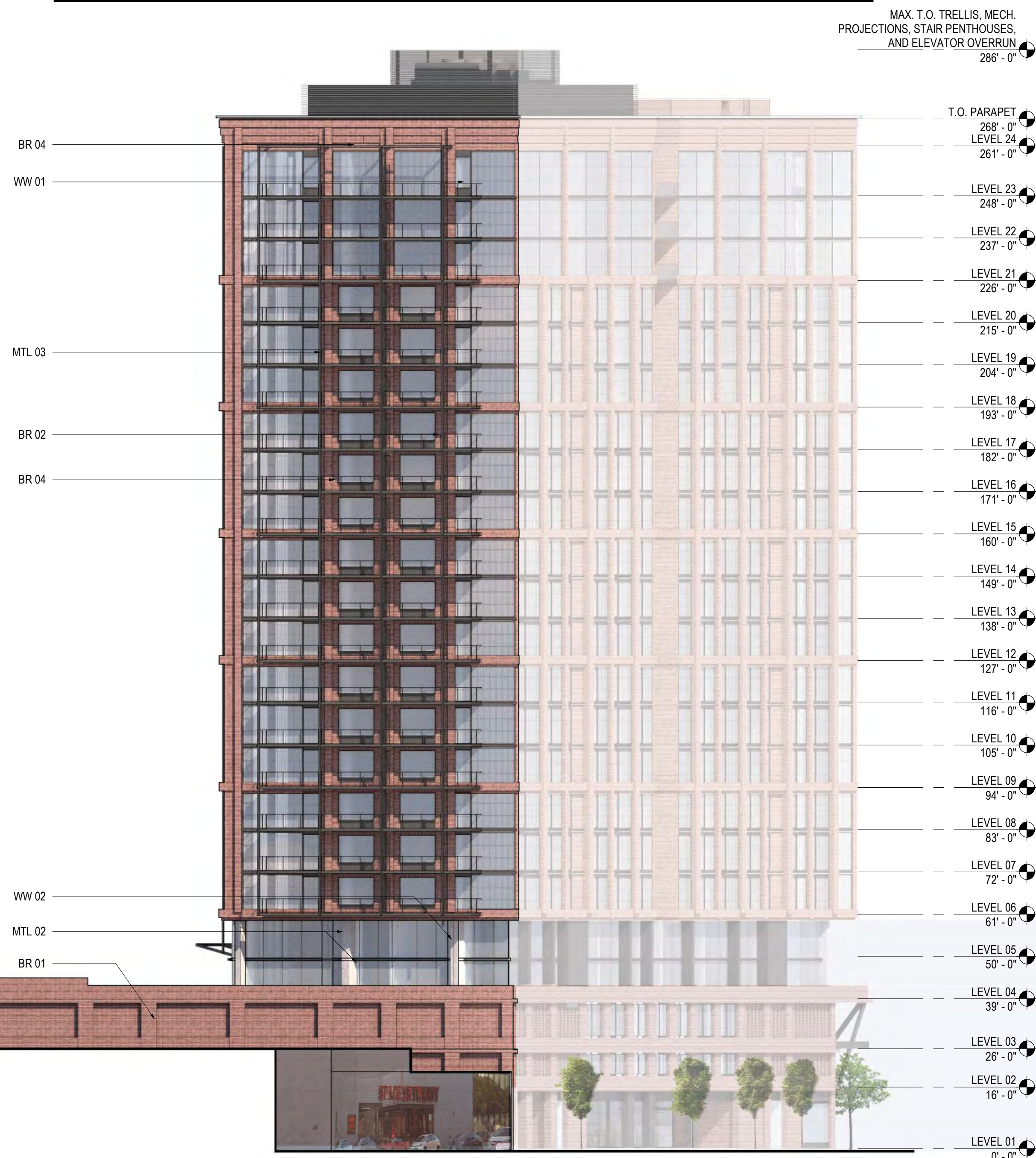
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Tel 213.327.3600 Fax 213.327.3601



03 EXTERIOR ELEVATION - SOUTH

SCALE: 3/64" = 1'-0"



01 EXTERIOR ELEVATION - EAST

SCALE: 3/64" = 1'-0"

Date	Description

Seal / Signature

NOT FOR CONSTRUCTION

Project Name

ARTISAN HOLLYWOOD

Project Number

05.1593.000

Description

EXTERIOR ELEVATION

Scale

As indicated

A4.01



02 KEY PLAN



03 EXTERIOR ELEVATION - NORTH
SCALE: 3/64" = 1'-0"

BUILDING ASSEMBLY and FINISH SCHEDULE				
FINISH CODE	MATERIAL TYPE	LOCATION	FINISH	SIZE
MTL-01	MILD - STEEL PROFILES AND HEAVY GAUGE METAL MESH INFILL	BALCONY GUARDRAILS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
MTL-02	PREWEATHERED 'CORTEX' STEEL COLUMN ENCLOSURE	CONCRETE COLUMNS AT LEVEL 4 AMENITY DECK (2X HIEGHT)	STABILIZED FOR EXTERIOR INSTALL AS REQUIRED	VARIES, SEE PLANS AND ELEVATIONS
MTL-03	HANGING STRUCTURAL STEEL PROFILES AND PLATE AT SLAB/BALCONY EDGES	BALCONIES, BLDG EXTERIOR CLADDING, MISC @ EXPOSED BRICK LEDGERS AND JAMBS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
WW-01	STEEL OR NARROW STILE ALUMINIUM TRUE DIVIDED LITE WINDOW WALL W/ INSULATED GLASS UNITS AND DOORS AT BALCONIES	ALL APARTMENTS, ELEVATOR LOBBIES, MAIN LOBBY, RETAIL STOREFRONTS	POWDER-COATED, OR EQ EXTERIOR FACTORY FINISH, 1-3/8" IGU (Solarband 70)	VARIES, SEE PLANS AND ELEVATIONS
WW-02	ALUM. WINDOW WALL SYSTEM, THERMALLY BROKEN, TOP AND BOTTOM CAPTURED W/ BUTT GLAZED JAMBS, FULL HEIGHT FLOOR TO FLOOR LITES,	EXTERIOR ENCLOSURE AT LEVEL 4 AND 5 AMENITY DECK AND APARTMENTS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH, 1-3/8" IGU (Solarband 70)	VARIES, SEE PLANS AND ELEVATIONS
WW-03	ALUMINIUM 'PUNCH' WINDOW SYSTEM, NARROW STILE ALUMINIUM DIVIDED LITES (Solarband 70)	LEVEL 2 AND 3 PODIUM PARKING FLOORS	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
GLDR-01	FULL HEIGHT BI-FOLDING GLASS DOORS, (LAMINATED)	LEVEL 4 AMENITY DECK AND LEVEL 24 ROOF DECK, 1-9/16" IGU (Solarband 70)	HIGH PERFORMANCE EXTERIOR GRADE FACTORY FINISH	VARIES, SEE PLANS AND ELEVATIONS
BR-01	EXTERIOR BRICK - PRECAST CONCRETE UNIT WITH HAND-SET BRICK IN-LAY	PODIUM AND PARKING LEVELS (GROUND TO LEVEL 4)	EXTERIOR	SEE ELEVATIONS
BR-02	EXTERIOR THIN BRICK OVER METAL STUD FRAMING WITH INSULATION	APARTMENT TOWER (LEVELS 6 THRU ROOF PARAPET)	EXTERIOR	SEE ELEVATIONS
BR-03	INTERIOR THIN BRICK VENEER	EXTERIOR WALLS OF APARTMENTS ADJACENT TO BALCONIES AND WINDOW WALLS	INTERIOR	VARIES
BR-04	DECORATIVE BRICK COURSING	SLAB EDGES, CORNERS, PILASTERS	EXTERIOR	ASSUME 10-20% OF OVERALL EXTERIOR BRICK AREA
CONC-01	EXPOSED VERTICAL STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	SACKED AND PATCHED	SEE PLANS
CONC-02	ARCHITECTURAL TOPPING COAT OVER STRUCTURAL SLAB FLOOR	MAIN AND ELEVATOR LOBBIES, AND COMMON AREAS	GROUND, POLISHED AND SEALED	SEE PLANS
CONC-03	EXPOSED STRUCTURAL CONCRETE	INTERIOR OF PARKING LEVELS	TBD	SEE PLANS
CANOPY-01	ARCHITECTURAL STRUCTURAL STEEL AND FROSTED GLASS (LAMINATED)	GROUND LEVEL LOBBY AND RETAIL	HIGH PERFORMANCE EXTERIOR GRADE FINISH	SEE ELEVATIONS
CANOPY-02	ALUMINIUM PROFILES AND FROSTED GLASS (LAMINATED)	LEVEL 4 AMENITY DECK	HIGH PERFORMANCE EXTERIOR GRADE FINISH	VARIES, SEE DWGS



01 EXTERIOR ELEVATION - WEST
SCALE: 3/64" = 1'-0"

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Fax 213.327.3601

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Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
EXTERIOR ELEVATION

Scale
As indicated

A4.02

ARTISAN HOLLYWOOD

1520-1542.5 Cahuenga Blvd.
Los Angeles, CA 90068

Additional Project Address:
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United States

Gensler

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Los Angeles, California 90071
United States

agence ter

858 South Broadway STE 600
Los Angeles, California 90014
United States

KEYNOTE LEGEND

- CORNER CORNER PLANTER WITH SEATING
- INVERTED-U BICYCLE LOCKUPS (20)
- GARAGE ENTRANCE AND EXIT (VISITOR + COMMERCIAL TENANT)
- GARAGE ENTRANCE AND EXIT (RESIDENTS)
- LOBBY

EXISTING UTILITIES IN THE RIGHT-OF-WAY

- TRAFFIC LIGHT
- PARKING METER
- STREET LIGHT
- FIRE HYDRANT
- FIRE POST
- CROSSWALK SIGNAL

NOTES:






- ALL EXISTING TREES TO REMAIN
- EXISTING TREES: 3 MAGNOLIA TREES ALONG STREETS
- PROJECT TOTAL:
(A) GROUND FLOOR - 6 TOTAL (MIN. 24-INCH BOX)
(B) AMENITY DECK LEVEL - 74 TOTAL (MIN. 24-INCH BOX)
- ALL TREES TO BE MINIMUM 24-INCH BOX SIZE - 80 NEW TREES TOTAL

TREE SPECIES LEGEND:

- SOUTHERN MAGNOLIA - *MAGNOLIA GRANDIFOLIA*
- SHAMUL ASH - *FRAXINUS UHDEI*
- YAUPOM HOLLY - *ILEX VOMITORIA*
- COMMON ELDERBERRY - *SAMBUCUS CANADENSIS*
- ROUGHLEAF DOGWOOD - *CORNUS DRUMMONDII*



TREE SPECIES

				
SOUTHERN MAGNOLIA <i>MAGNOLIA GRANDIFOLIA</i> PROJECT TOTAL: 6	SHAMEL ASH <i>FRAXINUS UHDEI</i> PROJECT TOTAL: 1	YAUPOM HOLLY <i>ILEX VOMITORIA</i> PROJECT TOTAL: 47	COMMON ELDERBERRY <i>SMBUCUS CANADENSIS</i> PROJECT TOTAL: 18	ROUGHLEAF DOGWOOD <i>CORNUS DRUMMONDII</i> PROJECT TOTAL: 9

PROJECT TOTAL: 81

Date	Description

Seal / Signature

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Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
01 LANDSCAPE PLAN

Scale
1/8" = 1'-0"

L1.00

ARTISAN HOLLYWOOD

1520-1542.5 Cahuenga Blvd.
Los Angeles, CA 90068

Additional Project Address:
6350 Selma Ave.
1541-1549 Ivar Ave.

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Los Angeles, California 90071
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Tel: 213.327.3600
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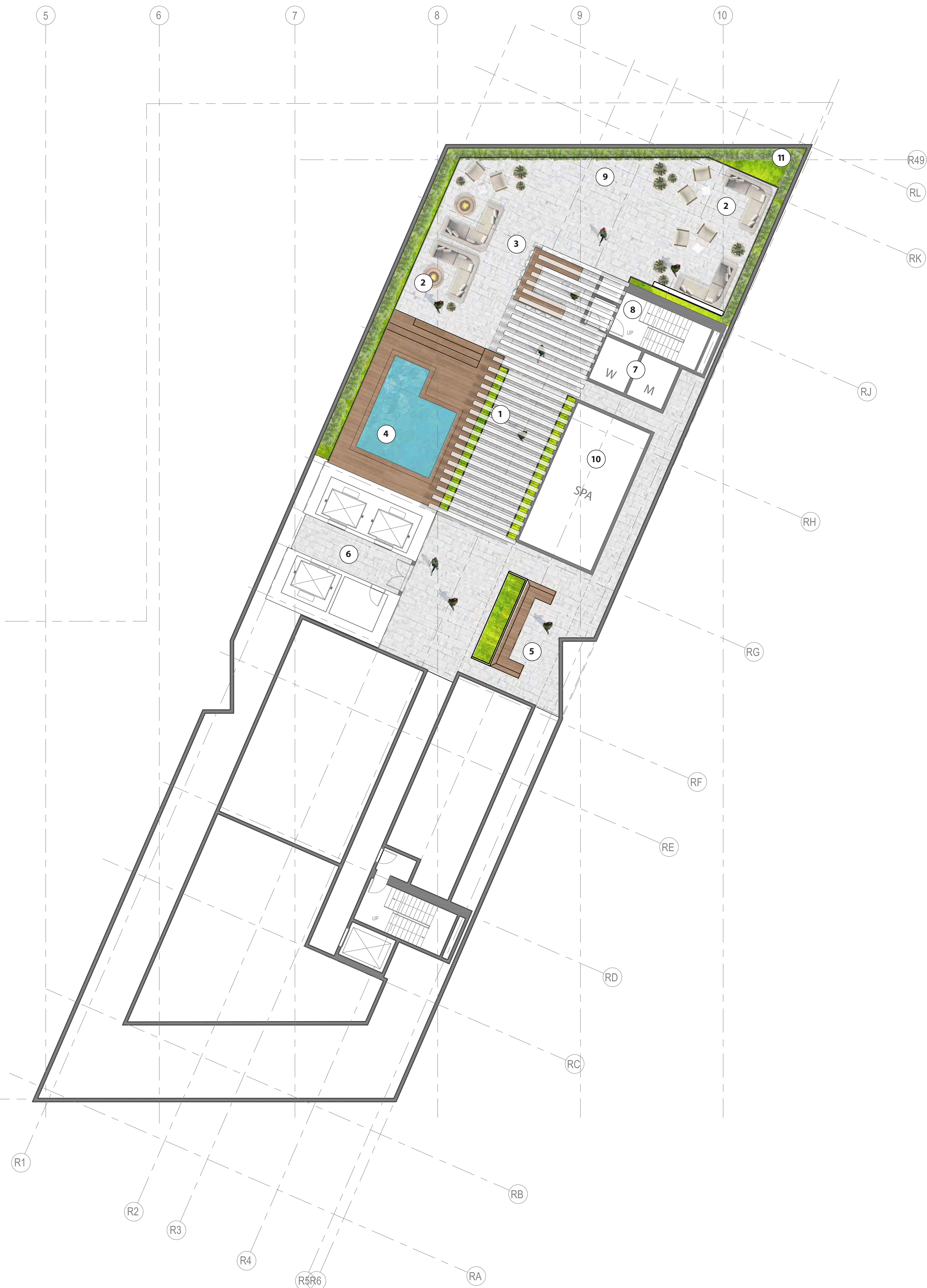
809 South Broadway STE 400
Los Angeles, California 90014
United States
Tel: 213.328.1489

KEYNOTE LEGEND

1. SHADE PERGOLA
2. OUTDOOR LOUNGE
3. WET BAR WITH SEATING
4. SMALL SPLASH POOL WITH SPA + WOOD DECKING
5. BUILT-IN BENCH AND PLANTER
6. ELEVATORS
7. RESTROOMS
8. STAIRS
9. FLEXIBLE PATIO SPACE
10. INDOOR SPA / WELLNESS AMENITY
11. DROUGHT TOLERANT, NON-FLAMMABLE PERIMETER PLANTINGS

NOTES:

1. ALL EXISTING TREES TO REMAIN
2. EXISTING TREES: 3 MAGNOLIA TREES ALONG STREETS
3. PROJECT TOTAL:
(A) GROUND FLOOR - 7 TOTAL (MIN. 24-INCH BOX)
(B) AMENITY DECK LEVEL - 74 TOTAL (MIN. 24-INCH BOX)
4. ALL TREES TO BE MINIMUM 24-INCH BOX SIZE - 80 NEW TREES TOTAL



Date	Description

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Project Name
ARTISAN HOLLYWOOD

Project Number
05.1593.000

Description
01 LANDSCAPE PLAN 24th
FLOOR AMENITY DECK

Scale
1/8" = 1'-0"

L1.20

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