Los Angeles Department of City Planning

PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2013-521-DB-SPR	ENV-2013-522-EIR	13 – O'FARRELL

PROJECT ADDRESS:
1718, 1722, -1730 N. LAS PALMAS AVENUE 1719 – 1719 ½, 1727, 1727 ½, CHEROKEE AVENUE

APPLICANT/REPRESENTATIVE:	CONTACT INFORMATION :
HOLLYWOOD CHEROKEE VENTURES, LLC 11620 WILSHIRE BOULEVARD, SUITE 1150 LOS ANGELES, CA 90025 REP.: KYNDRA CASPER, LINER, LLC	kcasper@linerlaw.com 213-694-3141

APPELLANT/REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
FRAN OFFENHAUSER, HOLLYWOOD HERITAGE 8762 HOLLOWAY DRIVE WEST HOLLYWOOD, CA 90069	310-959-6600	offenhauser@oma-la.com

PLANNER CONTACT INFORMATION:	TELEPHONE NUMBER:	EMAIL ADDRESS:
HENRY CHU	213-978-1324	henry.chu@lacity.org

APPROVED PROJECT DESCRIPTION:

The removal of an existing surface parking lot and the construction of a new four- to six-story mixed-use building ranging in height from 54 feet to 71 feet comprised of 224 residential dwelling units with an 11 percent set aside for Very Low Income households and 985 square feet of ground-floor retail. The development will include a 305 parking stalls located within four levels (one semi-subterranean level and three subterranean levels).

COMMISSION ACTION(S) / ZONING ADMINISTRATOR ACTION(S): (CEA's PLEASE CONFIRM)

1. Approved a Site Plan Review for a residential development consisting of 50 or more dwelling units.
2. Approved the following Affordable Housing - Density Bonus Incentives, concessions or waivers for a project that reserves 11% of its units for Very Low Income households: 1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone; 2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site; 3) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted; 4) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone; 5) Off-Menu Incentive to reduced setbacks of:
    a. a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel.
    b. a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level on the northern property line of the R5-zoned parcel.
    c. a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.
3. Approved Site Plan Review findings for a project with over 50 dwelling units.
4. Adopted the attached modified Conditions of Approval.
5. Adopted the attached Findings.
6. Found that the project was assessed in the Hollywood Cherokee Project Environmental Impact Report, EIR No. ENV-2013-522-EIR, SCH No. 2012041003 certified on July 17, 2015 and that pursuant to CEQA Guidelines, Section 15162, based on the whole administrative record, no subsequent EIR or Negative Declaration is required for approval of the project.
7. Advised the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
8. Advised the applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION:

DB, SPR

FINAL ENTITLEMENTS NOT ADVANCING:

N/A

ITEMS APPEALED:

DB, SPR

ATTACHMENTS:	REVISED:	ENVIRONMENTAL CLEARANCE:	REVISED:
☑ Letter of Determination	☐	☐ Categorical Exemption	☐
☑ Findings of Fact	☐	☐ Negative Declaration	☐
☑ Staff Recommendation Report	☐	☑ Mitigated Negative Declaration	☐
☑ Conditions of Approval	☐	☐ Environmental Impact Report	☐
☐ Ordinance	☐	☐ Mitigation Monitoring Program	☐
☐ Zone Change Map	☐	☐ Other	☐
☐ GPA Resolution	☐		
☐ Land Use Map	☐		
☐ Exhibit A - Site Plan	☐		
☑ Mailing List	☐		
☐ Land Use	☐		
☐ Other	☐		

NOTES / INSTRUCTION(S):

APPEAL DOCUMENTS INCLUDED

FISCAL IMPACT STATEMENT:

☑ Yes ☐ No

*If determination states administrative costs are recovered through fees, indicate "Yes".

PLANNING COMMISSION:

- ☑ City Planning Commission (CPC)
- ☐ Cultural Heritage Commission (CHC)
- ☐ Central Area Planning Commission
- ☐ East LA Area Planning Commission
- ☐ Harbor Area Planning Commission
- ☐ North Valley Area Planning Commission
- ☐ South LA Area Planning Commission
- ☐ South Valley Area Planning Commission
- ☐ West LA Area Planning Commission

PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
October 8, 2015	7 - 0
LAST DAY TO APPEAL:	**APPEALED:**
November 12, 2015	Yes
TRANSMITTED BY:	**TRANSMITTAL DATE:**
James K. Williams	DEC 0 4 2015

LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300
http://planning.lacity.org/

Determination Mailing Date: OCT 28 2015

CASE NO.: CPC-2013-521-DB-SPR
CEQA: ENV-2013-522-EIR

Location: 1718, 1722-1730 N. Las Palmas Ave., 1719 – 1719 ½, 1727 -1727 ½ Cherokee Ave.
Council Districts: 13 – O'Farrell
Plan Area: Hollywood
Requests: Density Bonus, Site Plan Review

Applicant: Hollywood Cherokee Ventures, LLC
Representative: Kyndra Casper, Liner, LLC

At its meeting of October 8, 2015, the Los Angeles City Planning Commission took the following action:

1. **Approved** a **Site Plan Review** for a residential development consisting of 50 or more dwelling units.
2. **Approved** the following Affordable Housing - **Density Bonus Incentives**, concessions or waivers for a project that reserves 11% of its units for Very Low Income households: 1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone; 2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site; 3) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted; 4) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone; 5) Off-Menu Incentive to reduced setbacks of:
    a. a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel.
    b. a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level on the northern property line of the R5-zoned parcel.
    c. a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.
3. **Approved Site Plan Review** findings for a project with over 50 dwelling units.
4. **Adopted** the attached modified **Conditions of Approval**.
5. **Adopted** the attached **Findings**.
6. **Found** that the project was assessed in the Hollywood Cherokee Project Environmental Impact Report, EIR No. **ENV-2013-522-EIR**, SCH No. 2012041003 certified on July 17, 2015 and that pursuant to CEQA Guidelines, Section 15162, based on the whole administrative record, no subsequent EIR or Negative Declaration is required for approval of the project.
7. **Advised** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
8. **Advised** the applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

This action was taken by the following vote:

Moved: Dake-Wilson
Seconded: Mack
Ayes: Ahn, Ambroz, Katz, Millman, Segura
Absent: Choe, Perlman

Vote: **7 - 0**

James K. Williams, Commission Executive Assistant II
Los Angeles City Planning Commission

Effective Date/Appeals: **The Los Angeles City Planning Commission's determination is appealable. Any aggrieved party may file an appeal within 15-days after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the City Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.**

FINAL APPEAL DATE: NOV 12 2015

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.

Attachments: Modified Conditions of Approval, Findings
Hearing Officer: Henry Chu

CONDITIONS OF APPROVAL

Density Bonus Conditions of Approval

1. **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" stamp-dated October 21, 2015, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

2. **Substantial Conformance.** Prior to the issuance of a building permit, the developer shall submit finalized plans to the Major Projects Section where planning staff shall confirm, via signature, that the plans are consistent with the materials, plans, and renderings presented before the City Planning Commission for approval.

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

3. **Residential Density.** The project shall be limited to a maximum of 224 residential units.

4. **Residential Automobile Parking.**

   a. Vehicle parking shall be provided consistent with LAMC 12.22-A.25(d) Density Bonus Parking Option 1, which permits one on-site parking space for each restricted affordable unit of 0-1 bedroom, and two on-site parking spaces for each restricted affordable unit of 2-3 bedrooms, for a minimum of 252 code-required parking spaces.

   b. The project provides excess parking and shall be limited to a maximum of 305 automobile parking spaces.

5. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and Permitting Vehicular Access.** The requested on-menu incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone.

6. **Floor Area Ratio (FAR).** The requested on-menu incentive allows for the Floor Area Ratio to be limited to a maximum 3.55:1 averaged across the site. The requested off-menu incentive allows a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted.

7. **Height.** The requested off-menu incentive allows for an increase of the height limit with a maximum of 26 additional feet. The project shall be limited to a multi-level roof that ranges in height from 54 feet within approximately the first 48 feet into the property measured from the south property line to 71 feet in lieu of 45 feet, as shown on elevation in "Exhibit A" stamp-dated October 21, 2015.

8. **Side Yards.** The requested off-menu incentive allows for a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

9. **Affordable Units.** A minimum 24 units, that is 11% of the 221 base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915(C)(2).

10. **Calculation of Residential Density.** For the purposes of calculating the total number of dwelling units allowed at the site, any land required to be dedicated for street or alley purposes may be included as lot area.

11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 24 units available as Restricted Affordable Units to families earning less than 50% of the area median income, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

Other Entitlement Conditions of Approval

12. **Use.** The use of the subject property shall be limited to those uses permitted in the C4 and R5 Zones as defined in Section 12.16.A of the L.A.M.C.

13. **Commercial Parking.** Provide parking for commercial use in compliance with L.A.M.C. Section 12.21-A,4(c).

14. **Electric Vehicle Parking.** To encourage carpooling and the use of electric vehicles by Project residents and visitors, the Applicant shall provide panel capacity and conduit for future installation of electrical outlets, designed to accommodate the future installation, and simultaneous charging, of a minimum number of 208/240 V amp, grounded AC outlets, that is equal to 20 percent of the total number of parking spaces. The conduit shall terminate within the parking area. When the application of the 20 percent results in a fractional number, the number shall be rounded up to the next whole number.

15. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based upon the number of dwelling units, 224 long-term and 22 short-term bicycle parking spaces shall be provided onsite.

16. **Public Parking.** Prior to the issuance of any Certificate of Occupancy, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the applicant to provide a minimum 51 parking spaces dedicated for public use within the development.

17. **Balconies.** The balconies shall include metal railings with some glass and perforated metal accents as shown in "Exhibit A" stamp-dated October 21, 2015. The applicant shall indicate on the final elevation plans the height of the balcony wall and material(s) being used to the satisfaction of the Planning Department. This condition shall only apply to balconies facing the public right-of-way or public street.

18. **Building Articulation.** The building façades shall include large windows, balcony openings, variation of façade plans and rooflines, as well mounting of building materials as shown on project plans labeled "Exhibit A" stamp-dated October 21, 2015.

19. **Public Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department.

Environmental Mitigation Conditions

20. **MM D.1 Cultural Resources (Paleontological Resources).** If any paleontological materials are encountered during ground-disturbing activities for construction of the project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

21. **MM E-1 Geology and Soils (Expansive Soils).** If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

22. **Public Services (Police Protection – Operational Impacts).**

    a. **MM H.1-1** Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

    b. **MM H.1-2** Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

23. **Noise (Construction Noise, Construction Vibration)**

    a. **MM G.1** A temporary and impermeable sound barrier shall be erected in the following locations:

1. Along the northern property line of the project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
2. Along the western property line of the project site between the construction area and apartment building on the west side of Las Palmas Avenue (west of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
3. Along the eastern property line of the project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

b. **MM G.2** Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

c. **MM G.1** Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

d. **MM G.4** The project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the project site as follows:

1. Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;
2. Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;
3. Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and
4. Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the project site) during the installation of piles within 25 feet of the building structures, to ensure that the project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

e. **MM G.5** The number of project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

Administrative Conditions

24. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

25. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.

26. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

27. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

28. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

29. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

30. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

31. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.

32. **Indemnification.** 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 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 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 $25,000. The City's failure to notice or collect the deposit does not relieve the

Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

Other Conditions

33. **Graffiti Removal.** 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.

34. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to eh satisfaction of the decision maker.

FINDINGS

1. **General Plan Land Use Designation.** The subject property is located within the Hollywood Community Plan area, which was adopted by the City Council on December 13, 1988 (pursuant to Council File 86-0695-S1). The Plan Map designates the subject property for Regional Center Commercial land use for three of the four lots with corresponding zones of C2, C4, P, PB, RAS3 and RAS4. The Plan designates the one [Q]R5-2 zoned lot as High Density Residential land use with the corresponding zones of R4 and [Q]R5. The subject property contains approximately 49,626 square feet of land and currently has zoning of [Q]R5-2 and C4-2D-SN. The zone permits uses consistent with commercial and multi-family residential. However, the [Q] condition for the R5-zoned lot states that the Plan contemplates that certain commercial uses may be allowed on properties designated as High density. Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible, commercial uses should be located at street level, with residential uses on the upper floors. The proposed project complies with the provisions of the [Q] Condition.

2. **General Plan Text.** The Hollywood Community Plan text includes the following relevant Commercial Land Use discussion: Plan policies provide for the development of single or aggregated parcels for mixed use commercial and residential development. The intent is to provide housing in close proximity to jobs, reduce vehicular trips, reduce congestion and air pollution, assure adequate sites for housing, and stimulate pedestrian-oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate multiple family or mixed-use projects in commercial areas, it encourages them in certain areas, such as in pedestrian-oriented areas and in transit-oriented districts, where design controls and other tools can ensure their compatibility with commercial revitalization efforts. The requests for approval of the conditional use and associated entitlements would be consistent with several important goals, objectives, and policies of the Hollywood Community Plan that refer to residential development including:

   "Objective 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."

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

   "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."

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

Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project site is currently developed with a surface parking lot. It is one of the few under-improved properties in the vicinity. Development of this site is an infill of an otherwise area of mixed uses. By enabling the construction of a residential and commercial development, jobs would be created from the construction of the development, housing would be built, affordable units would contribute to satisfying needs of all economic segments, and public transportation could be utilized. The proposed development would be consistent with several goals and policies of the Framework Element. The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the project site. Those objectives and policies seek, in part, to provide for the stability and enhancement of multi-family residential neighborhoods.

Housing Element. The project would meet many housing objectives and policies contained in the Housing Element of the Los Angeles General Plan as follows:

Policy 2.1.3: Encourage mixed use development which provides for activity and natural surveillance after commercial business hours. Policv2.1.4: Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape, and landscaping to provide shade and scale.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Policy 2.3.1: Encourage and plan for high intensity residential and commercial development in centers, districts and along transit Corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.

Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The project will create a high-quality development that offers housing in the Hollywood area. Set within a Regional Center Commercial district, the project would help bring balance to the jobs to housing ratio and brings residents closer to jobs. In addition, the project is within a quarter of a mile of the Hollywood/Highland Metro station, bringing residents closer to public transit to get them to their places of employment. Furthermore, the project would bring affordable housing to the City to help meet the City's demands for affordable units for its residents.

3. **The Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of Las Palmas Avenue and Cherokee Avenue to Plan designated Local Street standards will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.

4. **The Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

5. **Health & Wellness Element.** The project site is located near Hollywood Boulevard. Surrounding uses include several dining, entertainment, and service options that would help reduce dependency on the automobile. The project is also within a quarter of a mile of the Hollywood/Highland Metro station. The project would encourage pedestrian activity, while providing enough bicycle parking spaces to promote viable options to move through the area and be consistent with the Health & Wellness Element. Open space is provided in the form of two courtyards to encourage active living and improve community health.

6. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

7. **Affordable Housing - Density Bonus Compliance Findings.**

   a. **The project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.**

      As conditioned by this approval, the proposed project complies with all applicable provisions of the California Government Code Sections 65915-65918 and LAMC Section 12.22-A,25. The project qualifies for a 35% density bonus because 11% of its units will be set aside for Very Low Income households for a period of 55 years. The provision of set aside units automatically allows the applicant to qualify for an increase in density, however the applicant is pursuing a density increase of less than 5%. Also, pursuant to LAMC Section 12.22-A,25, projects that set aside at least 11% of its units for Very Low Income households, qualify for up two on-menu incentives. Two on-menu incentives are requested. Three off-menu incentives are being requested and are subject to compliance with the California Government Code Section 65915. The proposed project includes the removal of an existing surface parking lot and the construction of a new four- to six-story, 54-foot to 71-foot tall mixed-use building comprised of 224 residential dwelling units with an 11 percent set aside for very low-income households and 985 square feet of ground-floor retail. The development will include a 305 parking stalls located within four levels (one street level and three subterranean levels) of the proposed four- to six-level building. The applicant seeks the following incentives: 1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone; 2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site; 3) Off-Menu Incentive to

permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted; 4) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone; 5) Off-Menu Incentive to permit reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

1) Density - The applicant qualifies for a 35% density bonus for an increase of 77 units for a total of 298 units. The applicant is only seeking approval for an increase of 3 units for a total of 224 residential units.

   Parking - The applicant qualifies for a parking reduction using Parking Option 1 or 2, and is requesting Parking Option 1.

2) On-Menu Incentives/Concessions Waivers:

   Averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone;

   Floor Area Ratio - the applicant is request a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site;

3) Off-Menu Incentives/Concessions Waivers:

   Floor Area Ratio - The applicant is requesting a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted.

   Building Height - The applicant is requesting a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone

   Setback - The applicant is requesting reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the [Q]R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the [Q]R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the extent physically feasible.

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued an Environmental Impact Report (ENV-2013-522-EIR). The project is subject to various specific measures such Cultural

Resources (Paleontological Resources), Geology and Soils (Expansive Soils), Public Services – Police Protection (Operational Impacts), Noise (Construction Noise and Construction Vibration). Project design features and Regulatory Compliance measures have also been incorporated into the project to be sensitive to the surrounding neighborhood. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset to these resources is concerned. Furthermore, the project site, as well as the surrounding area is presently developed with an urban environment which does not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as "potentially significant unless mitigation incorporated" in the Environmental Impact Report have attached Mitigation Measures to remedy potentially significant impacts to less than or no impact levels. Said measures are required and are incorporated into the project's conditions of approval. Mitigation Monitoring and other procedures and processes have been identified ensuring the implementation of all required mitigation measures. Therefore, in light of the whole record, the proposed project would not cause substantial impacts on the environment.

The proposed project and subsequent improvements will be subject to numerous provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the International Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., seismic safety).

The project will not be constructed over a hazardous materials site, flood hazard area, or be located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. Also, prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The type of use proposed is consistent with surrounding land uses and would therefore result in a development cohesive and consistent with adjacent and nearby properties within the same zone and vicinity.

Additionally, the Department of Transportation requires the submittal of a parking and driveway plan to ensure safe egress and ingress of the project site and to ensure conformance with transportation safety design policies. Parking stalls will be designed so that a vehicle cannot back into or out of any public street or sidewalk. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. Therefore, the design of the proposed project materially conforms to the CEQA Statute and all other policies and regulations of the Affordable Housing - Density Bonus Program and the Los Angeles Municipal Code. I

8. Site Plan Review Findings

a. The project complies with all applicable provisions of the Los Angeles Municipal Code and with any applicable Specific Plan.

The LAMC makes provisions for the exceptions and incentives necessary for the development of affordable housing in accordance with State Law. The proposed project design complies with all applicable provisions of the code except for any allowances that may be permitted under the granting of the requested entitlements. Additionally, the subject site is not located within a Specific Plan area. Therefore, the project as conditioned complies with all applicable provisions of the LAMC.

b. The subject development project is consistent with the adopted General Plan.

The proposed project complies with the intent and objectives of the General Plan. The Hollywood Community Plan encourages a variety of housing options in order to meet the housing demands of the area. Furthermore, the subject site is designated with a Regional Center Commercial and High Residential land use designation, which allows multi-family development. The proposed mixed use project with an affordable housing component is consistent with the following objectives and policies:

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 (Figures 3-1 to 3-4) and Table 3-1.

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 enhances the character of commercial and industrial districts.

Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

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 mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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 District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.

Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.

Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.

Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing. The requested entitlements would permit the development of a much needed multifamily project specifically for the developmentally disabled, homeless veteran and senior citizens. The proposed project contributes to the advancement of the goals, objectives and policies set forth in the General Plan by contributing to the growing demand for adequate affordable housing, especially for this specific demographic. Therefore, the project is consistent with the General Plan.

c. The project is consistent with any applicable adopted Redevelopment Plan.

Under the First Amendment to the Hollywood Redevelopment Plan, the land use designations of the Hollywood Redevelopment Plan were updated to conform to the land use designations of the Hollywood Community Plan and a mechanism was established whereby the land use designations of the Hollywood

Redevelopment Plan would automatically conform to any future changes in the Hollywood Community Plan. Therefore, if the project is consistent with the Community Plan, it is also consistent with the Redevelopment Plan.

The project is consistent with the applicable land use policies of the Hollywood Redevelopment Plan since it addresses the following goals: (i) "Promote a balanced community by meeting the needs of the residential, commercial, industrial, arts and entertainment sectors." (ii) "Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which: reflects Hollywood's position as the entertainment center; contains active retail and entertainment uses at the street level; provides for residential uses; is pedestrian oriented."

The project provides much needed housing, including affordable housing, while providing 985 square-feet of ground floor, neighborhood-serving commercial uses to serve residents and the community. The project will also provide 51 parking spaces in addition to the Code-required parking spaces for the proposed use for surrounding businesses. The project is designed to encourage pedestrian use. The retail space will be at ground level, and will include a glass storefront instead of blank walls. There will be pedestrian-level lighting and landscaping. Residential uses are placed above retail uses, and residential entrances to the building at ground level.

The project has been designed to respect the lower, historic buildings south of the project site by incorporating a step back design. The project incorporates larger windows, façade articulation and balconies to open up the area between the subject building and the buildings to the south.

d. The subject development project consist 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 which is or will be compatible with existing and future development on neighboring properties.

Design. The scale, massing, and location of the proposed building will respond to the rectangular shape of the site and to the commercial and residential context of the properties that adjoin the project. Two 3-story residential buildings are north of the project site while a 1-1/2 story and 2-story commercial buildings are to the south. The project will consist of four levels of parking, with one semi-subterranean level and three subterranean levels, all hidden from the public right-of-way. The retail component would be along Cherokee Avenue. The project includes architectural design elements in the form of varied building setbacks and aluminum perforated metal decorative skin that are unique to the community, and avoids unattractive blank walls and stucco box design. Exterior street-facing finishes include glass with anodized aluminum trim, perforated metal, smooth troweled plaster, and weather-resistant paneling. In addition to building materials, the project includes a large courtyard, landscaped areas, building articulation, and varied massing patterns. Additionally, the project's parking is concealed from street view via a semi-and subterranean garage and wood veneer is used for the vehicular entries.

Furthermore, design elements are incorporated into the project to protect the historic buildings along Hollywood Boulevard. Specifically, the applicant proposes to construct the taller portions of the building in the northern parcels of the project site (Parcels 3 and 4) and the shorter portions in the southern parcels (Parcels 1 and 2), thereby using varied heights to create a gradual tiered effect to frame the low-rise historic district. Overall, the tallest portion of the project (Level 6) would be set back over 40 feet from the southern property line. Rather than block or obscure the low-rise historic buildings, the varied height and the stepped back rooftop level would create horizontal and vertical articulation, provide visual interest, and reduce the building scale. The proposed project has been designed to step back the design of the south portion of the building to respect the adjacent historic buildings along Hollywood Boulevard. The subject building reaches a maximum height of 54 feet from the south property line and runs north for 48 feet before the building steps up to 71 feet. The project also includes a 7-foot setback along the southern property line to provide a visual separation between the project and the historic uses to the south.

The proposed building footprint would encompass approximately 42,515 square feet. The project would have a total FAR of approximately 3.66:1, averaged across the project site, and an overall density of 219.9 dwelling units per acre. The project site is rectangular in shape and is approximately 46,356 square feet in size. It has 108.5-foot and 167-foot frontages along Cherokee Avenue and Las Palmas Avenue, respectively, and a depth of 180 feet and 360 feet on the north and south sides, respectively. The topography of the site is slightly sloping. The proposed building includes a "C" shaped form with a central courtyard down the middle and units that extend across the remainder of the site towards Cherokee Avenue. A second courtyard buffers the project from the neighboring building to the northeast. The ground level of the building on Las Palmas Avenue will house the gym, community room and main residential lobby. They are oriented toward the front of the complex for easy access by residents while the upper stories will house residential units. The building also has a 5th floor community space accessible on the roof level. Ground level retail space will be oriented toward the front of the complex and the entrances to the public garage. The upper stories will feature residential units.

The floor area ratio will be 3.66 averaged across the site, and the project, through the density bonus incentives, will observe setbacks of 9 feet to the north, and 7 feet to the south.

Setbacks. A 9-foot setback would be provided along the northern property line and a 7-foot setback would be provided along the southern property line. No setbacks on Cherokee Avenue or Las Palmas Avenue are proposed. Along the portion of the eastern boundary of Parcel 4 that abuts the adjacent property to the north of the project site, the semi-subterranean parking level (Level 0) would be set back 2.5 feet from the property line, transitioning to an 18-foot setback at the podium level and above. The 0-foot setbacks along Cherokee and Las Palmas Avenue coincide with the existing sidewalk street pattern where buildings are built to the property line.

Walkability. The project seeks to be inviting to its residents and the surrounding neighborhood, as it will be located within an area characterized by commercial, open space/recreation and residential uses. The commercial uses include businesses that are neighborhood and tourist serving, such as restaurants, small markets and souvenir shops. The site also has open space and recreation facilities nearby including the Yucca Street Mini Park and Community Center to the north and the Hollywood Community and LAPD Service centers to the east. The existing uses along Hollywood Boulevard and surrounding the site are conducive to pedestrian activity. As such, the building's main pedestrian entrance will be located along Las Palmas Avenue at ground level and will feature an aluminum storefront with ample glazing. The first floor of the project features planters and materials such as wood veneer to provide a welcoming quality.

Landscaping and Open Space. The project would provide a variety of open space and recreational amenities. A landscaped courtyard and dog park would be located internal to the project site on the podium level. The large, rectangular courtyard would run north-south on the western side of the project site. It would feature a terrace with accent walls, raised metal planters, lounge furniture and wood pedestal paving. A paseo with tile paving would run the length of the courtyard, off of which are extended private patios for the units. The smaller dog park would be in the middle of the project site, adjacent to the existing 3-story building to the north. Rooftop amenities would include a pool and pool terrace, club room, lounge, entertainment terrace, and artificial turf game lawn. Landscape planters and hardscape features would be distributed throughout the podium and rooftop levels, and perimeter landscaping would be installed at the ground level. Additional open space amenities would include private patios and balconies within the residential units and a private gym along the Las Palmas Avenue frontage. In total, approximately 23,965 square feet of open space would be provided, including 6,000 square feet of landscaped area (30 percent of the overall common open space), which would meet the requirements for open space provisions for new residential projects set forth in LAMC Section 12.21.G.

The rooftop located along the south portion of the site would include a west rooftop lounge with a wood trellis, pool terrace and entertainment terrace. These rooftop areas would be landscaped with potted plants, trees and pavers to help residents find their way to different features of the terraces.

Circulation and Driveway Access. The project supports the use of public transportation and a reduction in vehicle miles traveled by project residents by concentrating new development within 0.25 mile from the Metro Red Line Hollywood/Highland Station. The project also provides approximately 252 bicycle parking spaces, including 224 secured spaces for project residents and 28 publicly accessible spaces for short-term bicycle parking.

Vehicular access to the project would be provided by one ingress/egress driveway on Las Palmas Avenue that would provide access to private residential parking, and one ingress/egress driveway on Cherokee Avenue that would provide access to private residential parking as well as commercial parking and bicycle parking for the public. The locations of the driveway cuts are new and would require review and approval by the Los Angeles Department of Transportation (LADOT) for placement, width, and spacing.

Parking. Parking for the proposed residential and commercial uses is located within the subject building. Parking for commercial and residential uses will be located at ground level, and at subterranean levels one, two and three. A total of 51 spaces will be set aside for public parking within the subject building.

Loading Areas. Loading areas are located away from the northern portion of the project to avoid undue disturbance to the residential uses along Yucca Street.

Lighting. Outdoor lighting will be directed onto the site to avoid impacts to adjacent uses. Also, evening lighting will not spill out above the site to avoid light pollution and glare impacts.

Trash Collection. Trash collection will be located on the first level of parking, identified as Subterranean Level 0 in "Exhibit A" stamp-dated October 21, 2015. Trash rooms are located adjacent to the stairwell along the south portion of the site at all the residential levels of the building. The trash room is accessible from the interior hallways of the building and will not intrude upon neighboring uses.

e. **That the project incorporates feasible mitigation measures, monitoring measures, when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the project and/or any additional findings as may be required by CEQA.**

The Hollywood Cherokee Project Environmental Impact Report ("EIR") identified environmental impacts that could arise from the construction and operation of subject project. Impacts that were identified as having an impact that would incorporate mitigation measures have been identified in the EIR and will be addressed by the project to assure compliance with the environmental review and to minimize the effect of Cultural Resources (Paleontological Resources); Geology and Soils (Expansive Soils); Public Services (Police Protection); Public Services (Libraries); Traffic, Access and Parking (Cumulative Impacts). Mitigation measures have also been incorporated to address Noise (Construction Noise and Construction Vibration), environmental categories that were identified as impacts remaining potentially significant. However, in compliance with CEQA, a Statement of Overriding Considerations identified project benefits that would outweigh the environmental impacts. The EIR also included Project Alternatives to evaluate ways to reduce environmental impacts. Furthermore, a Mitigation Monitoring Program was prepared to identify the Enforcement Agency: City of Los Angeles Department of Building and Safety, monitoring agency, monitoring phase, monitoring frequency, and actions indicating compliance.

f. **That any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.**

The project includes 224 dwelling units. Recreational facilities are provided to residents to improve habitability in the form of open space and other recreational

amenities. A landscaped courtyard and dog park would be located internal to the project site on the podium level. The project includes rooftop amenities such as a pool and pool terrace, club room, lounge, entertainment terrace, and artificial turf game lawn. A private gym located along the Las Palmas Avenue frontage provides residents a communal area to exercise. Roof terraces would be located on the portion of the building opposite the adjacent multi-family building to the north to minimize noise and privacy impacts. The project proposes a stepped back transition of the rooftop levels, which would further ensure that rooftop light is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover.

9. FINDINGS OF FACT (CEQA)

The project applicant, Hollywood Cherokee Apartment Venture, LLC has proposed a project that would develop a four- to six-story mixed-use building comprised of 224 dwelling units and 985 square feet of commercial spaces. The project includes a request for a vesting tract map to subdivide the site into one ground lot and nine airspace lots on a 49,626 net square-foot site in the C4-2D-SN and [Q]R5-2 Zones. To develop the subject building, the existing parking lot would be removed.

The project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Unit, which determined that the proposed project required the preparation of an Environmental Impact Report (EIR).

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 22, 2013. The NOP for the Draft EIR was circulated for a 30-day public review period, and concluded on November 25, 2013.

A Notice of Availability (NOA) and the Draft EIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 45-day public review period from December 11, 2014 through January 27, 2015, as required by the California Environmental Quality Act (CEQA). During that time, the Draft EIR was also available for review at the City of Los Angeles Department of City Planning, various City libraries, and via Internet at http://cityplanning.lacity.org. The Planning Department received comments on the Draft EIR from six organizations, individuals, and agencies in the form of emails and letters.

The Draft EIR analyzed the effects of a reasonable range of alternatives to the project. Following the close of the public review period, written responses were prepared to the comments received on the Draft EIR. Comments on the Draft EIR and the responses to those comments are included within the Final EIR (Final EIR).

A Notice of Completion and Availability of the Final Environmental Impact Report was issued on March 31, 2015. The Final EIR is comprised of: an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Mitigation Monitoring Program; and Appendices. The Final EIR, together with the Draft EIR, makes up the Final EIR as defined in CEQA Guidelines Section 15132 (the Final EIR).

On September 8, 2015, an Errata to the Environmental Impact Report for the Hollywood Cherokee Project was prepared. The Errata addressed the correction to one of the discretionary approvals requested in association with the Project. The proposed modification would change the development incentive permitting additional FAR (second bullet above) from an on-menu incentive to an off-menu incentive. The modification solely reflected a change to the regulatory mechanism in which the requested development incentive would be implemented. No changes to the physical design of the Project, including total square footage, were proposed. Specifically, the Project analyzed in the EIR requested a 39-percent increase in permitted FAR, which resulted in a proposed FAR of approximately 3.66:1 averaged across the Project site. These characteristics of the Project would not change with the proposed modification. Therefore, the proposed modification would not result in any changes to the Project's potential impacts on the physical environment as compared to levels analyzed in the EIR. The information in the Errata merely clarified, amplified, or made insignificant changes to the information that has already been presented in the EIR. In addition, the modifications to the EIR were not significant because the EIR was not changed in a way that deprived the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. Thus, the clarifications to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR.

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, 200 Spring Street, Room 750, Los Angeles, CA 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts, which are of the following:

1. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

2. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))

3. The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the Final EIR.

Potential areas of controversy and issues to be resolved by the City's decisionmakers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. These areas may include on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). In addition, project impacts would be cumulatively considerable with regard to on-site noise during construction, off-site noise during construction (from haul trucks), and construction-related traffic. Issues known to be of concern include, but are not limited to: impacts to historic resources on adjacent properties, aesthetics/design, density, land use consistency and compatibility, and traffic.

NO IMPACT OR LESS THAN SIGNIFICANT IMPACT

The following environmental categories were analyzed in the EIR, and impact levels were analyzed to have either no impact or a less than significant impact on the environment.

Aesthetics/Visual Quality and Views (Construction, Aesthetics/Visual Quality, Views, Regulatory Consistency)
Light, Glare, and Shading (Light and Glare, Shading)
Air Quality (Construction, Operational Impacts, Toxic Air Contaminants, Odors)
Greenhouse Emissions
Cultural Resources (Historic Resources, Archaeological Resources)
Geology and Soils (Seismic Hazards, Groundwater, Soil Stability, Subsidence, Expansive Soils)
Land Use (Land Use Consistency, Land Use Compatibility)
Noise (Operational Noise, Land Use Compatibility)
Public Services – Police Protection (Construction Impacts)
Public Services – Fire Protection (Construction Impacts, Operational Impacts)
Public Services – Parks and Recreation (Construction Impacts, Operational Impacts)
Traffic, Access, and Parking (Construction Impacts, Operational Impacts)
Water (Construction Impacts, Operational Impacts)
Wastewater (Construction Impacts, Operational Impacts)

Aesthetics/Visual Quality and Views

Construction. The Project area on a short-term basis, Project construction activities would not substantially alter or degrade the existing visual character of the Project site, or generate substantial long-term contrast with the visual character of the surrounding area, for the following reasons: (1) views of construction activity would be limited in duration and location; (2) the Project site appearance would be typical of construction sites in urban areas; (3) construction would occur within an urban setting with a high level of human activity and development; and (4) impacts would be reduced through standard best management practices implemented during the construction period, including the use of construction fencing that would be placed along the periphery of the Project site to screen construction activity from view at the street level.

Aesthetics/Visual Quality. The Project would make a positive contribution to the aesthetic value of the Project site and the surrounding area by replacing a visually unappealing surface parking lot with a new building that incorporates appropriate design elements for the area and enhances the pedestrian experience adjacent to the Project site. The Project would also be compatible with the surrounding visual environment in terms of building height, design, massing, and scale. Although the Project would appear noticeably taller and larger than the structures that are adjacent to the Project site, the Project incorporates design elements including tiered building

heights, setbacks, and a high degree of façade articulation that would visually moderate the disparities in height and massing so that the Project would not tower over or otherwise overwhelm adjacent visual resources. The Project would also substantially increase the amount of open space and landscaping on the Project site.

Views. There are no visual resources located on the Project site. Visual resources identified in the Project vicinity include historic and architecturally significant buildings that could appear within the same viewshed as the Project site, the Hollywood Hills, and the Hollywood sign.

Regulatory Consistency. The Project would be consistent with applicable policies from the Community Plan that relate to aesthetics/visual character. The Project would be largely consistent with applicable goals and standards within the Hollywood Redevelopment Plan. The Project would be consistent with the five goals that define "compatibility" and form the basis for the CRA/LA's Urban Design Standards and Guidelines, but would only be partially consistent with the specific design standards set forth therein for the Project site. As previously stated, the Urban Design Standards and Guidelines are currently in draft form and have not been formally adopted. The Project would generally support the applicable Walkability Checklist objectives and implement relevant strategies.

Cumulative Impacts. Similar to the Project, future developments generally would be subject to applicable LAMC requirements, such as height limits, density, and setback requirements, and many would be subject to review by the City to ensure consistency with adopted guidelines and standards that relate to aesthetics and visual quality. Many of the related projects in the area represent infill and/or by-right development that is not expected to be out of scale or character with the existing visual environment. It is not anticipated that future development inclusive of the Project and nearby related projects would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the Project, the views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood sign. However, as previously indicated, the Project would not affect views of the Hollywood Hills or Hollywood sign to a measurable extent. Additionally, given the limited number of related projects that enter the same field of view as the Project site, and the fact that long-range views along north-south roadways such as Las Palmas Avenue would continue to be available, any potential impacts would be limited.

Light, Glare, and Shading

Light and Glare (Construction and Operation). Lighting needed during Project construction has the potential to generate light spillover to off-site sensitive land uses in the Project vicinity, including the residential and hotel uses directly north, west, and east of the Project site. However, construction activities would occur in accordance with the provisions of LAMC Section 41.40, which limits the hours of construction to between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Therefore, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. All exterior lights, including lights on the rooftop, would be directed towards the interior of the Project site to avoid light spillover onto adjacent sensitive uses. The stepped back transition of the rooftop levels would further ensure that rooftop light is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover.

Shading. Shadow-sensitive uses would not be continuously shaded by the Project for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

Cumulative. It is anticipated that construction activities associated with Related Project No. 64 would occur between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, 8:00 A.M. and 6:00 P.M. on Saturday and national holidays, and not at all on Sunday, in accordance with LAMC Section 41.40. Therefore, construction would primarily occur during the day, and the potential for cumulative nighttime light and glare impacts would be less than significant. With regard to daytime glare, as with the Project, any glare associated with construction of Related Project No. 64 would be highly transitory and short term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities.

The area around the Project site is a highly urbanized environment with urban lighting characteristics, exhibiting medium to high ambient nighttime light levels. As such, the Project and Related Project No. 64, both of which are typical land uses for the Project area, would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the medium to high ambient light levels already present. Further, the Project's adherence to applicable guidelines regarding lighting would control the Project's potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable. With regard to glare, multi-family residential uses are consistent and compatible with other development in the area and common for a high density urban environment. Furthermore, it is anticipated that this project and other future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced.

Air Quality

Construction. Air Quality, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Air Quality, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately three months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOC content from architectural coatings and solvents.

As a result of the Applicant's mandatory compliance with applicable SCAQMD rules and regulations, pursuant to the Regulatory Compliance Measures, construction activities and materials would result in less-than significant impacts with regard to odors.

Operational Impacts. The net overall operational emissions associated with the Project under existing conditions (2013) would be higher than the estimated emissions at Project build-out. This increase is exclusively a function of the change in default CalEEMod emission factors from the buildout year to the existing conditions year (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). Air quality impacts from Project operational emissions would be less than significant. Operation of the Project would not introduce any major new sources of air pollution within the Project site. An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2013) was also conducted. As with the Project build-out analysis year, on-site operational emissions under existing conditions would not exceed any of the LSTs.

Toxic Air Contaminants. Potential sources of TACs within the Project vicinity were identified using SCAQMD's Facility Information Database (FIND) search and site reconnaissance to identify potential non-permitted air toxic emitting sources (e.g., freeways, diesel trucks idling at warehouse distribution facilities in excess of 100 trucks per day). Based on this screening analysis, no substantial sources of TAC emissions within the Project vicinity were identified, and the location of the Project would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided in the CARB and SCAQMD guidance documents. Based on the low incremental increase in the number and long-term (annual average) activity of the on-site TAC sources, the Project would not warrant the need for a refined health risk assessment.

Odors. The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Garbage collection areas for the Project would be contained within the subterranean parking garage, and good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas.

Cumulative Impacts. Construction - Construction-related daily emissions at the Project site would not exceed any of the SCAQMD's regional or localized significance thresholds. Construction of the Project would not create a significant impact with regard to localized emissions. The Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors.

Operational Impacts. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out or under existing conditions (2013). Neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land

Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. Neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts. Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement BACT to limit potential objectionable odor impacts.

Greenhouse Emissions

The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including:

- Construction: emissions associated with demolition of the existing parking lot, site preparation, excavation, grading, and construction-related equipment and vehicular activity;
- Area Source: emissions associated with outdoor fireplaces, consumer products, and landscape equipment;
- Building operations: emissions associated with space heating and cooling, water heating, and lighting;
- Water: emissions associated with energy used to pump, convey, deliver, and treat water; and
- Solid waste: emissions associated with waste streams (embodied energy of materials).

The GHG emissions from the various Project sources would equal 2,454 metric tons of CO2e per year. The Project would result in a net decrease in GHG emissions that represents an approximate 17.6 percent reduction from BAU. The Project's GHG emissions reduction of 17.6 percent compared to the BAU scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). There would be no significant impact on the environment due to its GHG emissions.

Cumulative Impacts. The emissions of GHGs by a single project into the atmosphere is an adverse environmental effect. Implementation of the Project's Regulatory Compliance Measures and Project Design Features, including State mandates, would contribute to GHG reductions. The Project would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's Regulatory Compliance Measures and Project Design Features would advance these objectives. The Project has incorporated sustainability design features in the form of Regulatory Compliance Measures and Project Design Features to reduce VMT and to reduce the Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 17.6 percent reduction in GHG emissions from BAU. The Project's GHG reduction measures make the Project consistent with AB 32. Given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Cultural Resources

Historic Resources. No properties contained within the Project site are considered historical resources under CEQA. Two properties adjacent to the Project site (The Musso & Frank Grill and the commercial building located at 6679-6687 Hollywood Boulevard), and one property

located across Hollywood Boulevard (the Shane Building), are considered historical resources as contributors to an historic district. Another property, Cherokee Studios, located directly adjacent to the Project site to the north, is considered both an individual resource and contributor to a historic district. One property located in the vicinity of the Project site (the Alexa Artiste Apartments) is considered an individual historical resource under CEQA.

Archaeological Resources. The results of the archaeological records search indicate there are three archaeological sites (19-002393, 19-003302, 19-003545) located within a 0.5-mile radius of the Project site. There are no archeological sites located within the Project site. Finally, there are no isolates, which are artifacts not associated with an archaeological site, located within a 0.5-mile radius of the Project site or within the Project site. If a unique archaeological resource were to be discovered during construction of the Project, Regulatory Compliance Measure D-1 would require that work in the area cease, and deposits be treated in accordance with federal and state regulatory requirements, including those set forth in California Public Resources Code Section 21083.2. In addition, if human remains were to be discovered during construction of the Project, Regulatory Compliance Measure D-2 would require that work in the immediate vicinity be halted immediately, the construction manager and other entities be notified, and disposition of the human remains and any associated grave goods be conducted in accordance with applicable regulations including Public Resources Code 5097.91 and 5097.98, as amended.

Cumulative Impacts. Project-related impacts associated with historic resources adjacent to the Project site and in the Project vicinity would be less than significant. With regard to potential cumulative impacts related to archaeological and paleontological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of paleontological resources and archaeological resources.

Geology and Soils

Seismic Hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project site, and as such, the potential for surface rupture due to faulting occurring beneath the Project site is considered low. The Project would comply with the current seismic design provisions of the California Building Code to minimize seismic impacts, as reflected in Regulatory Compliance Measure E-1. The California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the LADBS including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval. The Seismic Hazards Maps of the State of California does not classify the Project site as part of a potentially liquefiable area. Based on the relatively dense, fine-grained nature of the alluvial soils underlying the Project site, the Geotechnical

Investigation concluded that the potential for appreciable seismically induced settlements is very low.

Groundwater. According to the California Geological Survey, the historic high groundwater level beneath the Project site is greater than 90 feet below the existing ground surface Groundwater was not encountered during site explorations conducted as part of the Geotechnical Investigation, which excavated to a maximum depth of 70.5 feet beneath the existing ground surface. Grading would consist of excavation of up to approximately 38 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would encounter groundwater.

Soil Stability. Existing fill encountered during site exploration is suitable for re-use as an engineered fill, provided any encountered oversize material (greater than 6 inches) and any encountered deleterious debris are removed pursuant to Project Design Feature E-9. Pursuant to Project Design Features E-1 through E-9, and as part of the Project's site plan review and permitting process, the Project Applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. Through compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to soil stability would be less than significant.

Subsidence. The Project site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the Project site.

Expansive Soils. According to the Geotechnical Investigation, the Project site contains soils that are considered to have a high expansive potential and are classified as "expansive" based on the California Building Code. Pursuant to Project Design Features E-1 through E-9, and as part of the Project's site plan review and permitting process, the Project Applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. These recommendations include measures to mitigate adverse effects from expansive soils. Through compliance with the Regulatory Compliance Measures and site-specific geotechnical recommendations (Project Design Features), the expansive soils would not create substantial risk to life or property, and impacts related to expansive soils would be less than significant.

Cumulative Impacts. Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, cumulative growth in the Project area would expose a greater number of people to seismic hazards. However, as with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code. With adherence to such regulations, Project impacts with regard to geology and soils would not be cumulatively considerable.

Land Use (Land Use Consistency, Land Use Compatibility)

Local Plans. Overall, the project would be consistent with all land use plans including the following: Los Angeles General Plan, Hollywood Community Plan, Los Angeles General Plan Housing Element, the Community Redevelopment Agency Hollywood Redevelopment Plan, the Los Angeles Municipal Code, and the Hollywood Signage Supplemental Use District.

Regional Plans. The Project would be consistent with the applicable goals and principles set forth in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy and the Compass Growth Vision Report. Further, the Project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

Land Use Compatibility. The mix of residential and commercial land uses proposed by the Project would be compatible with and would complement existing and future development in the Project area. In addition, the Project would serve as an appropriate visual transition between the commercial uses lining Hollywood Boulevard and the lower density residential areas to the north of the Project site. The Project would not substantially or adversely change the existing land use relationships between the Project site and existing off-site uses, or have a long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation.

Cumulative Impacts. Related projects would be required to comply with relevant land use policies and regulations. Therefore, as the Project would generally be consistent with applicable land use plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans

Noise

Operational Noise. Implementation of the Regulatory Compliance Measures would ensure that all on-site mechanical equipment would comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. The Project includes a rooftop pool and outdoor open space areas. The rooftop open space decks and pool area would be shielded from off-site receptors on the west, south, and east by a solid parapet wall (at a minimum of approximately 3.5 feet high) and on the north by the residential units at the 5th and 6th levels. The western courtyard at the podium level is located at the interior of the building and would be shielded from the off-site sensitive receptors on the north, east and west by residential units. The northern courtyard at the podium level is located adjacent to receptor R1. The courtyard would be approximately 6 feet above grade level and would be surrounded by a 3.5-foot-tall solid perimeter wall, which would provide acoustical shielding to the adjacent sensitive receptor. amplified program sound system would be designed so as not to exceed a maximum noise level of 75 dBA (Leq) at a distance of 50 feet from the amplified sound system at the pool and rooftop open space decks, thereby ensuring that the amplified program sound would not exceed the significance threshold (i.e., an increase of 5 dBA Leq) at any off-site noise-sensitive receptor. The operation hours for the pool and open deck areas are estimated to be from 7 A.M. to 12 A.M. The estimated noise levels at all off-site locations would not exceed the significance threshold of 5 dBA (Leq) above ambient noise levels.

Operational Vibration. The primary source of Project operation-related vibration would be passenger vehicle circulation within the proposed subterranean parking facility. In addition, Project-related off-site traffic, including auto traffic traveling on roadways in the vicinity of the Project site, would generate similar vibration levels as existing traffic (i.e., auto, bus, and truck). The Project would also include typical commercial-grade stationary mechanical equipment such as condenser units (mounted at the roof level), which would incorporate vibration attenuation mounts (to reduce the vibration transmission to the building). Typically, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, Project operations would not increase the existing vibration levels in the immediate vicinity of the Project site.

Land Use Compatibility. The Project would introduce noise-sensitive uses (i.e., residential uses) to an ambient noise environment of up to 65 dBA CNEL (based on the ambient noise measurement taken at the Project site and adjacent to the Project site. Implementation of the Regulatory Compliance Measures would ensure that necessary noise insulation features are included in the final building design to achieve an interior noise environment that does not exceed 45 dBA CNEL, in accordance with LAMC requirements.

Cumulative Impacts. Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of the Regulatory Compliance Measures and proposed Project Design Features, noise impacts associated with operations within the Project site would be less than significant. The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Project. Cumulative traffic volumes would result in a maximum increase of 2.6 dBA (CNEL) along Sunset Boulevard, east of Cahuenga Boulevard, which would be below the more stringent 3 dBA significance threshold. The contribution from the Project to cumulative traffic noise at this roadway segment would be less than 0.1 dBA (CNEL). At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Therefore, the Project would not result in cumulatively considerable noise impacts due to off-site mobile noise sources. With respect to operational vibration, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. The nearest related project is approximately 240 feet from the Project. Therefore, due to the rapid attenuation characteristics of groundborne vibration, the Project would not result in cumulatively considerable operational vibration impacts.

Public Services – Police Protection

Construction Impacts. The Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project site during construction. With implementation of these security measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Cumulative Impacts. Each related project would be subject to the City of Los Angeles' routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. In addition, over time, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and cumulative impacts on police protection services would be less than significant.

Public Services – Fire Protection

Construction Impacts. Construction of the Project could require temporary lane closures along the Project site's Las Palmas Avenue and Cherokee Avenue frontages to construct roadway/access improvements, utility connections, and drainage facilities. Construction activities also would generate traffic associated with the movement of construction equipment,

the hauling of materials by construction trucks, and construction worker traffic. As such, construction activities could increase response times for emergency vehicles due to travel time delays caused by traffic. However, the construction-related traffic generated by the Project would not significantly impact emergency vehicle response times within the Project vicinity, including along City-designated disaster route along Highland Avenue, since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Another potential concern during construction involves the potential for accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. Compliance with all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials (including flammable materials), would effectively reduce the potential for Project construction activities to expose people to the risk of fire or explosion related to hazardous materials.

Operational Impacts. The Project would comply with regulatory requirements related to fire protection, which would require the Project Applicant to submit a plot plan for approval by the LAFD prior to the issuance of a building permit pursuant to Regulatory Compliance Measure H.2-2. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided. Fire Station No. 27 is located approximately one mile away and is equipped with three engines, one truck, and two ambulances. The Project falls within the LAFD's maximum prescribed response distances. Emergency vehicles would access the Project site directly from Las Palmas and Cherokee Avenues. Project-related traffic would have the potential to increase emergency vehicle response times to the Project site and surrounding properties due to travel time delays caused by traffic. However, the Project would not result in significant impacts to Project area intersections, including intersections along the City-designated disaster route along Highland Avenue, based on LADOT criteria. Furthermore, as previously discussed, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. On-site fire water lines and hydrants would be constructed as necessary to comply with applicable City requirements regarding fire flows and to provide fire flow service to the Project. LADWP has indicated that existing water pressure is sufficient to serve the fire flow needs of the Project, and no upgrades to off-site facilities are necessary to meet the required fire flow.

Cumulative Impacts. The Project site is located within an urban area. Each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. In addition, each related project would also be subject to the City of Los Angeles' routine construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire life safety, as well as coordinating with LADWP to ensure that local fire flow infrastructure meets current code standards for the type and intensity of land uses involved.

Public Services – Schools

The Project would directly generate students through the construction of 224 new multi-family residential uses. Commercial uses could indirectly generate students. Using the applicable LAUSD student generation rates for the Project's land uses, the Project's residential and non-residential components would generate approximately 160 new students consisting of 92 elementary school students, 22 middle school students, and 46 high school students. Based on existing enrollment and capacity data from LAUSD, Bancroft Middle School and Hollywood Senior High School would have adequate capacity to accommodate the new students

generated by the Project under existing conditions. Selma Avenue Elementary School would not have adequate existing capacity to serve the Project under existing conditions. However, with regard to projected future capacity during the 2016–2017 academic year (the closest year to the Project build-out year for which projected enrollment and capacity data are available), each of the schools serving the Project site would have adequate existing capacity to serve the Project.

Cumulative Impacts. The Project in combination with the 61 related projects would have the potential to generate a cumulative total of 797 elementary school students, 821 middle school students, and 2,187 high school students. This degree of cumulative growth would increase the demand for LAUSD services in the Project area. However, the Project would comprise a very small percentage (i.e., approximately 4.0 percent) of the total estimated cumulative growth in students. Furthermore, as with the Project, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered full and complete mitigation of school impacts generated by the related projects.

Public Services – Libraries

Construction Impacts. Construction of the Project would result in a temporary increase of construction workers on the Project site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of Project construction.

Operational Impacts. With the addition of Project residents, the Hollywood Regional Branch Library would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan under existing and future conditions. Thus, impacts on library facilities during Project operation would be less than significant, and no mitigation measures are required.

Public Services – Parks and Recreation

Construction Impacts. Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area.

Operational Impacts. The Project would provide approximately 23,965 square feet of usable open space, as defined by Section 12.21G of the LAMC, including approximately 20,065 square feet of common open space and approximately 3,900 square feet of private open space. Due to the amount, variety, and availability of the Project's proposed open space and recreational amenities, it is anticipated that Project residents would primarily utilize on-site open space to meet their recreational needs. Furthermore, the Project would meet the applicable requirements set forth in Section 12.21 and Section 17.12 of the LAMC pursuant to Regulatory Compliance Measure H.5-1. However, the Project would meet some but not all of the parkland provision goals set forth in the Public Recreation Plan. As previously indicated, these are Citywide goals and are not intended to be requirements for individual development projects. Implementation of Regulatory Compliance Measure H.5-1 would ensure that the intent of the Public Recreation Plan's parkland standards would be met through compliance with State law as enforced through applicable LAMC requirements related to the provision and/or funding of parks and recreational spaces. Such requirements include the provision of on-site open space, payment of the

Dwelling Unit Construction Tax, and, in the event that the Project requires approval of a Tentative Tract Map to construct condominium units, compliance with the City's Quimby Ordinance requirements through the dedication of parkland, payment of in-lieu fees, or provision of on-site recreational amenities and open space areas, or through a combination of these methods. Therefore, impacts to parks and recreational facilities would be less than significant.

Cumulative Impacts. While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents, the Project would not meet all of the parkland provision goals set forth in the Public Recreation Plan. Development of the related projects would exacerbate the Community Plan Area's deficiency in parkland per the Public Recreation Plan's standards, with the exception of the Hollywood Central Park related project, which would make a substantial positive contribution toward meeting these goals. However, it is still uncertain whether this will be approved. The related projects would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the DRP. Future development projects would also be required to comply with the park and recreation requirements of Sections 12.21, 17.12, and 21.10.3(a)(1) of the LAMC, as applicable. As such, cumulative impacts to parks and recreational facilities would be less than significant.

Traffic, Access, and Parking

Construction Impacts. The Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project site during construction. Implementation of these security measures would reduce the potential impacts associated with theft and vandalism during construction activities. Implementation of the project design features, including the construction management plan, the Project would not cause a substantial increase in emergency response times as a result of increased traffic congestion.

Operational Impacts.

Existing Plus Conditions

The following intersections would continue to operate at LOS E or LOS F during the A.M. and/or P.M. hours under Existing Plus Project Conditions (2012):

- Highland Avenue and Franklin Avenue (LOS F)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F)
- La Brea Avenue and Hollywood Boulevard (LOS F)
- Highland Avenue and Hollywood Boulevard (LOS E)
- Highland Avenue and Sunset Boulevard (LOS E—A.M. only)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during Existing Plus Project Conditions would be less than significant, and no mitigation is required.

2015 Future Plus Project Conditions

The following intersections would operate at LOS E or LOS F during the A.M. and/or P.M. peak hours under Future Plus Project Conditions:

- Highland Avenue and Franklin Avenue (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Franklin Avenue (LOS E—A.M.; LOS F—P.M.)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F—A.M./P.M.)
- La Brea Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Highland Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Hollywood Boulevard (LOS E—A.M./P.M.)
- Highland Avenue and Sunset Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Sunset Boulevard (LOS F—A.M./P.M.)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during 2015 Future Plus Project Conditions would be less than significant, and no mitigation is required.

2017 Future Plus Project Conditions

Due to the amount of time that has passed, the Project buildout year is now anticipated to occur in 2016 or 2017. Thus, an evaluation of future plus Project impacts under the year 2017 was conducted. As is the case under future plus Project conditions for the year 2015 set forth above, the following intersections would operate at LOS E or LOS F during the A.M. and/or P.M. peak hours under Future Plus Project Conditions (2017)::

- Highland Avenue and Franklin Avenue (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Franklin Avenue (LOS E—A.M./P.M.)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F—A.M./P.M.)
- La Brea Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Highland Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Hollywood Boulevard (LOS E—A.M./P.M.)
- Highland Avenue and Sunset Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Sunset Boulevard (LOS E—A.M.)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during 2017 Future Plus Project Conditions would be less than significant, and no mitigation is required.

Regional Transportation Systems (Freeway Impacts).

The Project is expected to generate approximately 101 trips in the morning peak hour and approximately 122 trips in the afternoon peak hour. According to the Project trip distribution, there would be fewer than 150 A.M. or P.M. peak-hour trips distributed to the freeways in the Project Area. Therefore, the Project's impacts on CMP freeway facilities would be less than significant, and no mitigation is required. There would be a nominal number of Project trips traveling past the monitoring stations at Santa Monica Boulevard and Highland Avenue, and Santa Monica Boulevard and Western Avenue. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday A.M. and P.M. peak hours. Therefore, the Project's impacts on CMP arterial monitoring stations would be less than significant, and no mitigation is required. Although the Project would incrementally affect traffic volumes on the street segments during both Existing and Future Plus Project Conditions, with the application of the threshold criteria, the Project is not anticipated to significantly impact either of the analyzed street segments.

For other segments in the vicinity, Project traffic is expected to be less than the minimum 120 ADT threshold and would, therefore, not present a significant intrusion on the neighborhood. Therefore, impacts with respect to neighborhood intrusion would be less than significant, and no mitigation is required. The intersections nearest the proposed access points are Las Palmas Avenue and Hollywood Boulevard and Cherokee Avenue and Hollywood Boulevard. Further, these intersections are projected to operate at LOS A and LOS B during the A.M. and P.M. peak hours under Future With Project Conditions. Therefore, Project impacts with regard to access and circulation would be less than significant, and no mitigation is required.

The Project area is well served by numerous established transit routes. With approximately 45 available bus trips per hour in the morning and afternoon, and six Metro Redline trips per hour in each direction, the existing transit service in the Project vicinity would be capable of adequately accommodating the Project's 25 A.M. and 30 P.M. transit trips (less than 1 person trip per available bus/rail route). Thus, based on the calculated number of generated transit trips and available transit capacity, impacts on existing and future transit services in the Project vicinity would be less than significant, and no mitigation is required. The Project would exceed the applicable parking requirements of the LAMC. As such, impacts related to parking would be less than significant and no mitigation is required.

Based on a review of the proposed site plan, the proposed driveways would provide adequate depth and storage to allow vehicle circulation without impeding or disrupting traffic flow on local or arterial streets, and would meet LADOT's driveway width requirements. The proposed driveways are in approximately the same locations as existing driveways, and new driveway cuts are not expected to create pedestrian, vehicular, or bicycle conflicts on either Las Palmas Avenue or Cherokee Avenue.

The Project provides pedestrian access from the parking garages to/from the developed sidewalks, and would not disrupt pedestrian flow with obstructions. The Project also would not disrupt bicycle flow along Las Palmas Avenue or Cherokee Avenue, or along Hollywood Boulevard, which is identified as a designated Bicycle Lane in the City's 2010 Bicycle Plan. Furthermore, pursuant to Regulatory Compliance Measure I-1, the Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles. Impacts related to bicycle, pedestrians, and vehicular safety would be less than significant, and no mitigation is required.

Cumulative Impacts:

Construction. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. The Project's construction management plan would take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the immediate Project vicinity. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related project to overlap, particularly with respect to Related Project No. 64 located at 1763 North Las Palmas Avenue, Related Project No. 33 located at 6757 West Hollywood Boulevard, and Related Project No. 20 located at 6608 West Hollywood Boulevard. Specifically, the potential exists for Related Project No. 64 and the Project to use Las Palmas Avenue as part of their respective haul routes at the same time. Because Las Palmas Avenue is a local residential street, cumulative impacts are concluded to be significant.

Operational Impacts. Cumulative impacts on intersections, the regional transportation (freeway) system, neighborhood intrusion, and access as a result of the Project are accounted for in the analysis, which concludes that impacts would be less than significant.

With regard to public transit, similar to the Project, the related projects would generate an overall increase in transit riders. This effect is a positive impact and is consistent with City land use and transportation policies to reduce traffic. The anticipated increased transit ridership associated with the Project and related projects is not expected to exceed the capacity of transit systems.

With regard to parking and bicycle, pedestrian, and vehicular safety, it is anticipated that future related projects would be subject to City review to ensure that adequate parking and access/circulation would be maintained in the vicinity of the Project site. Project impacts with regard to parking and bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.

Water

Construction Impacts. Project construction activities would require minimal water demand and are not anticipated to have a substantial adverse impact on available water supplies or infrastructure. In addition, off-site construction impacts would be temporary in nature and would not result in a substantial inconvenience to motorists or pedestrians.

Operational Impacts:

Water Supply. It is estimated that the Project would have an average daily domestic water demand of approximately 27,114 gpd, which corresponds with a peak demand of approximately 81,342 gpd, all of which would represent a net increase in water consumption at the Project site, as the Project site currently consumes a negligible amount of water associated with the sparse perimeter landscaping. The City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) requires newly constructed low-rise residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20-percent reduction in baseline water use. Accordingly, the Project would incorporate sustainability features such as efficient plumbing features, updated landscaping, modern irrigation, and efficient appliances that would reduce the Project's net increase in water demand by at least 20 percent. The Project's estimated net increase in water demand of approximately 30.37 AFY would comprise approximately 0.0047 percent, 0.0045 percent, and 0.0045 percent, respectively, of the projected water demand for the City in 2017 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within LADWP's current and projected available water supplies for normal, single-dry, and multiple-dry years. As such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area.

Water Infrastructure. Water service to the Project site would continue to be supplied by LADWP for domestic and fire protection uses. Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements. The Project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gpm from four adjacent fire hydrants flowing simultaneously. Additionally, hydrants must be spaced to provide adequate coverage of the building exterior and must deliver a minimum pressure of 20 psi at full flow. However, the LAFD has established a fire flow requirement for the Project of 6,000 to 9,000 gpm from four to six fire hydrants flowing simultaneously. Pressure flow reports were

obtained from LADWP to ensure that existing water pressure is sufficient to serve the fire flow needs of the Project. The LADWP reports indicate that the water main in Cherokee Avenue provides a flow of 5,000 gpm at 32 psi and the water main in Las Palmas Avenue provides a flow of 2,350 gpm at 25 psi. The combined flow is in excess of 7,000 gpm at a pressure of 25 psi, which falls within the required fire flow range of 6,000 to 9,000 gpm at 20 psi. Therefore, the existing LADWP water infrastructure has adequate capacity to serve the Project's fire flow demand as well as its domestic water demand. The Project would provide new metered service connections as needed to connect to the existing water mainlines adjacent to the Project site. Project-related infrastructure would be designed and installed to meet all applicable City requirements. No upgrades to the main lines that serve the Project site would be required, as they would have capacity to serve the Project's water demand. The Project would not exceed the available capacity within the distribution infrastructure that would serve the Project site.

Cumulative Impacts:

Water Supply. The related projects would generate a total average water demand of approximately 2,540,870 gpd, or 2,848 AFY. The Project in conjunction with the related projects would yield a cumulative average water demand of approximately 2,567,984 gpd or 2,878 AFY. Based on LADWP's 2010 UWMP water demand projections through 2035, the water demand for the City in 2017 (Project buildout) during average year hydrological conditions is expected to reach approximately 629,680 acre-feet (an approximate 6.5 percent increase from the estimated demand in 2013). As concluded in LADWP's 2010 UWMP, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2017). The estimated annual cumulative water demand of approximately 2,878 AFY would represent approximately 0.47 percent, 0.45 percent, and 0.45 percent, respectively, of the projected water demand for the City in 2017 during an average year, single-dry year, and multiple-dry year period. Thus, the total annual cumulative water demand of approximately 2,878 acre-feet associated with the Project and the related projects would be within the current and projected available water demand of the LADWP's 2010 UWMP.

Water Infrastructure. New development projects would be subject to LADWP review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Wastewater

Construction Impacts. Construction activities for the Project would result in a temporary increase in wastewater generation as a result of on-site construction workers. Wastewater generation would occur incrementally throughout construction of the Project (i.e., up to 2017). However, such use would be temporary and nominal when compared with the wastewater generated by the Project. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. Wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained.

For these same reasons, construction of the Project is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan.

Operational Impacts:

Wastewater Generation. Development of the Project would result in a net increase in wastewater flows from the Project site. It is estimated that the Project would generate an average daily wastewater flow of approximately 23,955 gallons per day (gpd).

Wastewater Treatment. Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plan. The Hyperion Treatment Plant has a capacity of 450 mgd and current wastewater flow levels are at 362 mgd. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 88 mgd. The Project would generate a wastewater flow of approximately 23,955 gallons per day, or approximately 0.024 mgd. The Project's increase in average daily wastewater flow of 0.024 mgd would represent approximately 0.027 percent of the current 88 mgd remaining available capacity of the Hyperion Treatment Plant. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant and a less than significant impact would occur.

Wastewater Infrastructure. Based on the current approximate flow levels and design capacities in the sewer system, and the Project's estimated wastewater flow, the City determined that the existing sanitary sewer lines on Cherokee Avenue and Las Palmas Avenue would have an adequate capacity to accommodate the additional infrastructure demand created by the Project. No upgrades to existing sewer mains in Las Palmas Avenue or Cherokee Avenue would be required. Therefore, the Project would not cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained.

Cumulative Impacts:

Wastewater Generation. Forecasted growth from known related projects in areas that are tributary to the City sewers serving the Project site would generate an average daily wastewater flow of approximately 2,253,374 gpd or approximately 2.25 mgd. Combined with the Project's average daily wastewater flow of 23,955 gpd (0.024 mgd), this equates to a cumulative increase in average daily wastewater flow of approximately 2,277,329 gpd, or 2.28 mgd.

Wastewater Treatment. The Project combined with the specific related projects and the forecasted 2017 wastewater flow of 500 mgd for the Hyperion Service Area would result in a total cumulative wastewater flow of approximately 502.3 mgd. Based on the existing and future capacity of the Hyperion Service Area of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative 2017 wastewater flows of approximately 502.3 mgd.

Wastewater Infrastructure. New development projects occurring in the Project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. In addition, new development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the

sewer system, related projects in the City of Los Angeles would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, similar to the Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION MEASURES

The following categories were analyzed in the EIR, and impact levels were analyzed to have a less than significant impact with mitigation measures that correspond to its category.

Cultural Resources (Paleontological Resources;
Geology and Soils (Expansive Soils);
Public Services (Police Protection);
Public Services (Libraries);
Traffic, Access and Parking (Cumulative Impacts);

Cultural Resources

Paleontological Resources. Paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project site are unlikely to discover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. The proposed subterranean parking garage would extend to a depth of approximately 35 feet below the existing ground surface. Therefore, if paleontological resources are encountered during excavation and grading activities, Mitigation Measure D-3 would be implemented to ensure all work would cease in that area. Any discovery of paleontological resources would be treated in accordance with City of Los Angeles guidelines for the identification, evaluation, disclosure, avoidance or recovery, and curation of resources, as appropriate.

MM D.1 If any paleontological materials are encountered during ground-disturbing activities for construction of the project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Geology and Soils

Expansive Soils. According to the Geotechnical Investigation, the Project site contains soils that are considered to have a high expansive potential and are classified as "expansive" based on the California Building Code. The project applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. These recommendations include measures to mitigate adverse

effects from expansive soils. Through compliance with the Regulatory Compliance Measures and site-specific geotechnical recommendations (Project Design Features), the expansive soils would not create substantial risk to life or property, and impacts related to expansive soils would be less than significant. No mitigation measures are required. The Geotechnical Investigation also evaluated the corrosion potential of soils underlying the Project site. Based on tests performed on representative soil samples, the soils underlying the Project site are considered "highly corrosive," which could adversely affect buried ferrous metals (e.g., pipes) on-site if additional precautions are not implemented. Therefore, impacts with regard to corrosive soils would be potentially significant, and mitigation measures are required.

MM E.1 If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

Public Services – Police Protection

Operational Impacts. The Project site is also within close proximity to Hollywood Boulevard, which contains numerous bars and nightclubs that create high levels of nighttime activity and require continued police presence. Pursuant to Project Design Feature H.1-2, the Project would include keycard entry for residential parking areas within the proposed parking structure. The Project would also include appropriate lighting to ensure security and prevent concealed spaces. The LAPD has stated that the Project would have the potential to result in a substantial impact on police services. Therefore, the Project could generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project site. Impacts to police protection services would be potentially significant, and mitigation is required.

MM H.1-1 Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

MM H.1-2 Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

The following environmental impacts were analyzed to have a potentially significant impact. Mitigation measures were identified to mitigate impacts, however, the impacts would remain significant even after implementation of these measures.

Public Services - Libraries

Cumulative Impacts. The cumulative future service population of 95,707 persons would warrant the addition of a new branch library pursuant to the library sizing standards recommended in the 2007 Branch Facilities Plan. Therefore, cumulative impacts on libraries would be potentially significant. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution to a significant cumulative impact is less than cumulatively considerable if the project is required to

implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The LAPL has recommended a mitigation fee of $200 per capita based upon the projected population of the Project. According to the LAPL, the funds would be applied towards staff, books, computers, and other library materials. With payment of this fee, the Project's contribution to cumulative impacts on library services would not be cumulatively considerable.

MM H.4-1: The Project Applicant shall pay a mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

Traffic, Access, and Parking

Cumulative Impacts.

Construction. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. The Project's construction management plan would take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the immediate Project vicinity. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related project to overlap, particularly with respect to Related Project No. 64 located at 1763 North Las Palmas Avenue, Related Project No. 33 located at 6757 West Hollywood Boulevard, and Related Project No. 20 located at 6608 West Hollywood Boulevard. Specifically, the potential exists for Related Project No. 64 and the Project to use Las Palmas Avenue as part of their respective haul routes at the same time. Because Las Palmas Avenue is a local residential street, cumulative impacts are concluded to be significant.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following category was analyzed in the EIR, and impact levels were analyzed to have significant and unavoidable impact.

Noise (Construction, Construction Vibration, Cumulative Impacts);

Noise

Construction Noise. Estimated construction noise levels at the nearest off-site receptors would exceed the significance threshold with an increase of 17 dBA at receptor R4 up to an increase of 32 dBA at receptor R1. Therefore, noise impacts associated with the Project's on-site construction activities would be significant without mitigation measures.

MM G.1 A temporary and impermeable sound barrier shall be erected in the following locations:

- Along the northern property line of the project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
- Along the western property line of the project site between the construction area and apartment building on the west side of Las Palmas

Avenue (west of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

- Along the eastern property line of the project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction

MM G.2 Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

MM G.3 Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

Construction Vibration. The Project would generate ground-borne construction vibration during demolition of the existing surface parking lot and grading/excavation activities, when heavy construction equipment, such as large bulldozers, would be used. In accordance with the Project Design Features, Project construction would not use impact pile driving methods. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.089 PPV at 25 feet distance from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the significance thresholds of 0.2 PPV (applicable to the single-story retail building east of the Project site) and 0.5 PPV (applicable to the multi-story buildings west of the Project site). The multi-story and single-story buildings north and south of the Project site were constructed in the 1910s–1930s and may be considered to be susceptible to vibration damage. Estimated vibration levels from construction equipment would exceed the significance threshold of 0.12 PPV except when a small bulldozer is used.

MM G.4 The project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the project site as follows:

a) Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;

b) Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;

c) Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and

d) Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the project site) during the installation of piles within 25 feet of the building structures, to ensure that the project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

An analysis of potential construction vibration impacts associated with human annoyance was also conducted. The estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at receptors R3 and R4. However, the estimated vibration levels at receptors R1 and R2 would be above the 72 VdB significance thresholds. Therefore, short-term vibration impacts associated with human annoyance during the construction period would be significant. Haul trucks during construction would generate ground-borne vibration as they travel along the Project's haul routes. Thus, an analysis of potential vibration impacts associated with building damage and human annoyance from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's haul routes that are approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV. Specifically, the sensitive receptors (residential uses) along Las Palmas Avenue (receptor R2) and Cherokee Avenue (receptor R4) would be approximately 20 feet and 125 feet from the haul trucks, respectively. The vibration levels generated by the haul trucks at 20 feet and 125 feet distance would be 74 VdB and 51 VdB, respectively. The estimated vibration generated by the haul trucks along the haul routes would be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. However, the estimated vibration level generated by haul trucks along Las Palmas Avenue would exceed the human annoyance significance threshold of 72 VdB.

MM G.5 The number of project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

Cumulative Impacts. Project-related construction noise would have a minimal contribution to the cumulative construction noise impacts at all of the related projects that are located at least 500 feet from the Project site due to attenuation provided by distance and intervening development between the construction sites. However, the Project could combine with Related Project No. 33 and Related Project No. 64 to result in cumulative construction.

Alternatives

Alternative 1 – No Project Alternative

In accordance with the CEQA Guidelines, the No project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the No project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of the alternatives analysis, Alternative 1, the No project Alternative, assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the project site would remain as they are today. The project site would continue to operate as a surface parking lot and no new construction would occur. Off-site construction haul trucks would have a potential to result in cumulative impacts if the haul trucks for the Related Projects and Project utilize the same haul routes. The timing of construction activities for these related projects cannot be defined, and any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Nonetheless, the ambient noise levels along the main haul routes, Highland Avenue and Cahuenga Boulevard, are 8 to 9 dBA greater than the estimated noise levels from the Project haul trucks; therefore, cumulative impacts from haul trucks would be less than

significant. However, if the haul trucks from the Related Project No. 64 and the Project utilize the same haul route (e.g., Las Palmas Avenue) and have simultaneous hauling (same hours), significant cumulative construction noise and vibration impacts could occur for the residences along Las Palmas Avenue. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance). The nearest related project is approximately 240 feet from the Project. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration from on-site sources.

Alternative 2 – Development in Accordance with Existing Plans

The Development in Accordance with Existing Plans Alternative (Alternative 2) represents the maximum number of residential units that could be developed on the project site pursuant to the existing zoning designations on each of the project site's four parcels, without utilizing a density bonus or incentives under LAMC Section 12.22.A.25 (SB 1818). Under Alternative 2, the proposed commercial use would be eliminated and the number of new dwelling units would be reduced to a total of 116 residential dwelling units. The area allocated to the ground-floor commercial space would instead be developed as a residential lobby. As with the project, the residential units could consist of either condominium or apartment units. Floor area associated with other non-residential uses including ancillary spaces (e.g., corridors) and recreational spaces would also be reduced proportionately. As shown therein, Alternative 2 would consist of approximately 97,057 sf of new floor area, resulting in a reduction of 72,474 sf of floor area when compared with the project.

Alternative 3 – Hotel Alternative

The Hotel Alternative (Alternative 3) provides an alternative mix of land uses for the project site in which the proposed building includes hotel and residential uses. Specifically, Alternative 3 would include 104 hotel guest rooms and 105 multi-family residential units. The residential units would consist of 90 studio apartments and 15 two- to three-bedroom apartments. At least 11 percent of the residential units would be set aside as affordable housing, making Alternative 3 eligible for a density bonus and two on-menu incentives under LAMC Section 12.22.A.25 (SB 1818). It is anticipated that Alternative 3 would request the same development incentives as the project (which include on-menu and off-menu incentives related to FAR and density averaging, additional FAR, increased height, and reduced setbacks), and would utilize Parking Option 1. Alternative 3 would also require a Conditional Use Permit (CUP) for the development of a hotel within 500 feet of a Residential (R) Zone. In addition to the hotel and residential units, Alternative 3 would include ground-level restaurant and retail areas, hotel and residential lobbies, and a hotel conference center. Alternative 3 would consist of approximately 165,295 sf of new floor area, a reduction of 4,236 sf when compared with the project.

Alternative 4 – Retail/Restaurant Alternative

The Retail/Restaurant Alternative (Alternative 4) provides an alternative mix of land uses for the project site in which the proposed building includes multi-family residential uses along with approximately 8,300 sf of ground-floor retail and/or restaurant uses. Specifically, Alternative 4 would include 211 multi-family residential units and a retail/restaurant space along each of the Las Palmas Avenue and Cherokee Avenue frontages. As with the project, the residential units could consist of either condominium or apartment units. At least 11 percent of the residential units would be set aside as affordable housing, making Alternative 4 eligible for a density bonus

and two on-menu incentives under LAMC Section 12.22.A.25 (SB 1818). It is anticipated that Alternative 4 would request the same development incentives as the project (which include on-menu and off-menu incentives related to FAR and density averaging, additional FAR, increased eight, and reduced setbacks), and would utilize Parking Option 1. In addition to the residential and retail/restaurant uses, Alternative 4 would also include a street-level residential lobby/leasing area, open space at the podium and rooftop levels, and a gym. Alternative 4 would consist of approximately 142,889 sf of new floor area, or a reduction of 26,642 sf when compared with the project.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Alternative 1 would avoid all of the project's significant environmental impacts, including impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance).

Alternative 1 would also reduce all of the project's less-than-significant impacts. However, Alternative 1 would not meet the project's underlying purpose to create a high quality mixed-use development that provides new housing opportunities that accommodate a range of income needs, as well as ample recreational and service amenities for project residents, within the Regional Center Commercial designation and in proximity to public transportation facilities, and would meet only one of the project's objectives. Furthermore, as stated above, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No project Alternative.

In accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 2 would reduce the greatest number of project impacts and have the fewest significant and unavoidable impacts. On this basis, Alternative 2 is considered the Environmentally Superior Alternative. Alternative 2 would reduce but would not avoid the project's significant environmental impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). Additionally, this Alternative would reduce many of the project's less-than-significant impacts, including impacts associated with aesthetics/visual character; shading; operational air emissions; greenhouse gas emissions; cultural resources; geology and soils; operational noise; public services; traffic; and utilities and service systems. All other impacts would be similar under this Alternative when compared with the project, with the exception of impacts related to land use consistency, which would be less than significant but greater under this Alternative due to the elimination of the affordable housing component, which would not support policies related to developing affordable housing and concentrating housing density near jobs and transit. Furthermore, unlike Alternatives 3 and 4, Alternative 2 would not result in new significant impacts to intersection capacity (which could be mitigated to a less-than-significant level under Alternative 3 but would be significant and unavoidable under Alternative 4). However, it should be noted that Alternative 2 would not meet the project's underlying purpose, and would not meet or would only partially meet most of the objectives that support the project's underlying purpose.

Statement of Overriding Considerations

The implementation of the proposed project may have significant and adverse effects on the environment as described in Section 1.6 above, specifically impacts related to construction and regional operational air quality, construction noise and transportation and traffic. No further changes or alterations in the project to avoid or substantially lessen these significant environmental effects are feasible (i.e., no feasible mitigation measures or alternatives to the proposed project have been identified which would reduce the impacts listed above to less than significant levels).

In accordance with State CEQA Guidelines Section 15093(a), CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks. If the specific economic, legal, social, technological or other benefits of a proposal outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". Project benefits are defined as those improvements or gains to the community that would not occur in the absence of the proposed project. The Guidelines require the lead agency to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.

The Advisory Agency made the finding that the following substantial benefits will occur as a result of approval of the proposed project:

1. Implementation of the project will create new housing units to help meet demand for new housing in Southern California, and in particular in the Hollywood Area. The development would be consistent with the goals set out by SCAG for addressing regional housing needs through the development of infill sites.
2. Implementation of the project will provide affordable housing to the Hollywood area to address the City's affordable housing crisis.
3. Implementation of the project will revitalize an underutilized site by removing surface parking with a new mixed use development that will provide parking within the development.
4. Implementation of the project will create a sustainable development consistent with the principles of smart growth such as sustainable design features, mixed use for efficient land use, infill development, proximity to transit, and walkability.
5. Implementation of the project will provide an appropriate land use at an appropriate scale so as to serve as a buffer area between the active Hollywood Boulevard commercial corridor and the residential neighborhoods to the north of the project site.

The Advisory Agency made the finding that approval of the proposed project could result in significant unavoidable impacts related to noise (construction and vibration), but that these effects are outweighed by each of the benefits of the proposed project as listed in the preceding section, independent of each other.

Finding. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

MITIGATION MONITORING PROGRAM (MMP)

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Los Angeles Department of City Planning is the Lead Agency for the Target at Sunset and Western Project.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures identified for the project. The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored;
  - Pre-Construction, including the design phase
  - Construction
  - Occupancy (post-construction)
- Enforcement Agency, the agency with the authority to enforce the mitigation measure; and
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

A.1 Aesthetics/Visual Quality and Views

(1) Project Design Features

Project Design Feature A.1-1: Temporary construction fencing shall be placed along the periphery of the Project site to screen construction activity from view at the street level.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature A.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

(2) Mitigation Measures

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

A.2 Light, Glare, and Shading

(1) Project Design Features

Project Design Feature A.2-1: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report submitted by Project contractor.

Project Design Feature A.2-2: Glass used in building façades shall be antireflective or treated with an anti-reflective coating in order to minimize glare.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, at plan check; Once, prior to issuance of Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of Certificate of Occupancy (Construction)

Project Design Feature A.2-3: Outdoor lighting shall be designed and installed with shielding and directed towards the interior of the Project site so that the light source does not project directly upon any adjacent property.

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

- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of a Certificate of Occupancy (Construction) (2) Mitigation Measures No mitigation measures are identified in the EIR for this environmental issue.

B. Air Quality

(1) Project Design Features

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

(2) Mitigation Measures

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

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature C-1: Hearths (woodstove and fireplaces) shall not be installed in the Project residences.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of a Certificate of Occupancy (Construction)

(2) Mitigation Measures

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

D. Cultural Resources

(1) Project Design Features

Project Design Feature D-1: The Project shall implement a shoring plan during construction to prevent adverse impacts to adjacent historic resources from underground excavation, including settlement due to the removal of adjacent soil, and general construction procedures.

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

- Monitoring Frequency: Once, at plan check; Periodic field inspections during excavation
- Action(s) Indicating Compliance: Approval of shoring plan by City of Los Angeles Department of Building and Safety (Preconstruction); Field inspection sign-off and quarterly compliance report submitted by Project contractor (Construction)

(2) Mitigation Measures

Mitigation Measure D-1: If any paleontological materials are encountered during ground-disturbing activities for construction of the Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

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

E. Geology and Soils

(1) Project Design Features

Project Design Feature E-1: A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the Geotechnical Investigation, Las Palmas Ventures Multi-Family Residential Development, 1718 North Las Palmas Avenue & 1717– 1725 North Cherokee Avenue, Los Angeles, California, Tract: Hollywood Ocean View, Lots: 5; North 50' of 1, 2, 3 & 4; South 58.5' of 20, prepared by Geocon West, Inc., January 4, 2013, including, but not limited to the requirements set forth in Project Design Features E-2 through E-9.

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

- Monitoring Frequency: Once, at plan check prior to issuance of building permit; Periodic field inspections during construction
- Action(s) Indicating Compliance: Issuance of building permit (Pre-construction); Field inspection sign-off (Construction)

Project Design Feature E-2: The proposed structure shall be supported on a reinforced concrete mat foundation system bearing in the undisturbed alluvial soils at or below a depth of 25 feet below the existing ground surface.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-3: Foundations for small outlying structures, such as block walls less than 6 feet high, planter walls, or trash enclosures, which will not be structurally supported by the proposed building, shall be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill. If excavation and proper compaction cannot be performed, foundations shall derive support directly in the undisturbed alluvial soils found at or below a depth of 2.5 feet below the existing ground surface.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-4: Prior to construction of exterior slabs or paving, the upper 12 inches of the subgrade shall be moisture conditioned to near or slightly above 2 percent above the optimum moisture content and properly compacted to at least 92 percent relative compaction.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-5: Retaining wall foundations shall be supported in the undisturbed alluvial soils.

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

- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-6: Retaining walls shall be provided with a drainage system to collect water and discharge to an acceptable location pursuant to City of Los Angeles Building Code requirements, such as a storm drain line.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-7: Shoring measures shall be implemented to provide stable excavations. Specifically, tiebacks or rakers shall be used to resist lateral loads.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-8: Although not anticipated, if groundwater is encountered during excavation, piles placed below the water level shall utilize a tremie to place the concrete into the bottom of the hole. Such activities would be conducted in accordance with National Pollutant Discharge Elimination System (NPDES) requirements.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If groundwater is encountered, field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-9: If existing fill material is to be re-used as engineered fill, any oversize material (greater than 6 inches) and any deleterious debris encountered in the fill material shall be removed, and compacted fill shall be tested by a qualified engineer.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If existing fill is re-used, field inspection sign-off; quarterly compliance report by Project contractor

(2) Mitigation Measures

Mitigation Measure E-1: If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If corrosion sensitive improvements are installed, field inspection sign-off; quarterly compliance report by Project contractor

F. Land Use

(1) Project Design Features

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

(2) Mitigation Measures

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

G. Noise

(1) Project Design Features

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

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature G-2: Project construction shall not include the use of driven pile systems.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature G-3: All Project parking and internal circulation areas shall be contained within the proposed parking structure.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature G-4: Trash enclosures shall be located within the subterranean parking level(s) and shall not have a direct line-of-sight to any adjacent land uses.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature G-5: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure G-1: A temporary and impermeable sound barrier shall be erected in the following locations:

a) Along the northern property line of the Project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

b) Along the western property line of the Project site between the construction area and apartment building on the west side of Las Palmas Avenue (west of the Project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

c) Along the eastern property line of the Project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the Project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-2: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-3: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-4: The Project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the Project site as follows:

a) Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;

b) Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;

c) Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and d) Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the Project site) during the installation of piles within 25 feet of the building structures, to ensure that the Project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

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

- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-5: The number of Project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

H.1 Public Services—Police Protection

(1) Project Design Features

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

- Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature H.1-2: During operation, the Project shall include keycard entry for residential parking areas.

- Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction; Construction; Operation
- Monitoring Frequency: Once prior to issuance of building permit; Once prior to issuance of Certificate of Occupancy; Annual assessment
- Action(s) Indicating Compliance: Plan approval and issuance of building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction); Annual compliance report by Applicant (Operation)

(2) Mitigation Measures

Mitigation Measure H.1-1: Prior to the issuance of a building permit, the Project Applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

- Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once
- Action Indicating Compliance: Written confirmation of consultation and receipt of plan by Los Angeles Police Department

Mitigation Measure H.1-2: Prior to the issuance of a certificate of occupancy, the Project Applicant shall submit a diagram of the Project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

- Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once
- Action Indicating Compliance: Written confirmation of receipt of plan by Los Angeles Police Department

H.2 Public Services—Fire Protection

(1) Project Design Features

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

(2) Mitigation Measures

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

H.3 Public Services—Schools

(1) Project Design Features

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

(2) Mitigation Measures

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

H.4 Public Services—Libraries

(1) Project Design Features

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

(2) Mitigation Measures

Mitigation Measure H.4-1: The Project Applicant shall pay a mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

- Enforcement Agency: Los Angeles Public Library; Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of building permit
- Action Indicating Compliance: Payment of mitigation fee and issuance of building permit

H.5 Public Services—Parks and Recreation

(1) Project Design Features

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

(2) Mitigation Measures

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

I. Traffic, Access, and Parking

(1) Project Design Features

Project Design Feature I-1: Prior to the start of construction, the Project Applicant shall prepare and submit to the Los Angeles Department of Transportation for review and approval a construction management plan. As determined by the Los Angeles Department of Transportation, features of the construction management plan may include, but shall not be limited to, the following:

a. Maintaining existing access for land uses in proximity of the Project site;
b. Limiting potential lane closures to off-peak travel periods, to the extent feasible;
c. Scheduling receipt of construction materials during non-peak travel periods, to the extent possible;
d. Coordinating deliveries to reduce the potential trucks waiting to unload for extended periods of time;
e. Prohibiting parking by construction workers on adjacent streets and directing construction workers to park on-site or other designated parking areas;
f. Complying with the approved construction traffic control plans that identify all traffic control measures, signs, delineators, etc., to be implemented by the construction contractor through the duration of construction; and
g. Using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment from the Project site and/or temporary lane closures. In addition, the construction management plan shall take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the Project vicinity.

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of grading permit

- Action(s) Indicating Compliance: Written verification of approval of Plan from Los Angeles Department of Transportation prior to the issuance of grading permit

Project Design Feature I-2: Prior to the issuance of a grading permit, the Project Applicant shall prepare and submit to the Los Angeles Department of Transportation and/or Los Angeles Department of Building and Safety, as applicable, for review and approval a haul truck route program that specifies the construction truck routes to and from the Project site.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of grading permit
- Action(s) Indicating Compliance: Written verification of approval of Plan from Los Angeles Department of Transportation and/or Los Angeles Department of Building and Safety, as applicable, prior to the issuance of grading permit

(2) Mitigation Measures

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

J.1 Water

(1) Project Design Features

Project Design Feature J.1-1: The Project shall install new service laterals and meters for fire water, domestic water, and irrigation uses as needed to connect to the existing water mainlines in Las Palmas Avenue and/or Cherokee Avenue, as determined by the Los Angeles Department of Water and Power and Los Angeles Department of Public Works. Project-related water infrastructure shall be designed and installed to meet all applicable City requirements.

- Enforcement Agency: City of Los Angeles Department of Water and Power; Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Water and Power
- Monitoring Phase: Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action Indicating Compliance: Issuance of certificate of occupancy

Project Design Feature J.1-2: As determined by the Los Angeles Fire Department, the Project's fire water infrastructure shall be capable of providing a fire flow of 6,000 to 9,000 gallons per minute from four to six hydrants flowing simultaneously.

- Enforcement Agency: City of Los Angeles Department of Water and Power; City of Los Angeles Fire Department
- Monitoring Agency: City of Los Angeles Fire Department
- Monitoring Phase: Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action Indicating Compliance: Plot plan approval; Issuance of building permit; Issuance of certificate of occupancy

Project Design Feature J.1-3: The Project shall maximize the use of native/ adapted/drought-tolerant plants with at least 30 percent native/ drought-tolerant plants.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Water and Power
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Pre-Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify installation)
- Action(s) Indicating Compliance: Plot plan approval; Issuance of building permit; Issuance of certificate of occupancy

(2) Mitigation Measures

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

J.2 Wastewater

(1) Project Design Features

Project Design Feature J.2-1: Project-related sanitary sewer connections and on-site infrastructure would be constructed as necessary to connect to the adjacent public sewer system, and would be designed in accordance with applicable City of Los Angeles Bureau of Sanitation and California Plumbing Code standards.

- Enforcement Agency: City of Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action(s) Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature J.2-2: The Project's on-site wastewater system shall be designed so that 50 percent of the Project's wastewater flow is directed to the 8-inch sewer mainline in Cherokee Avenue and 50 percent of the Project's wastewater flow is directed to the 8-inch sewer mainline in Las Palmas Avenue.

- Enforcement Agency: City of Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action(s) Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

(2) Mitigation Measures

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

DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT

City Planning Commission

Date: October 8, 2015
Time: After 8:30 A.M.
Place: Los Angeles City Hall
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing Completed: July 8, 2015; September 24, 2015

Appeal Status: Appealable to City Council
Expiration Date: October 30, 2015
Multiple Approval: Pursuant to Section 12.36 of the L.A.M.C. (Multiple Entitlements), appealable to City Council by any party; Off-Menu items not appealable.

Case No.: CPC-2013-521-DB-SPR
CEQA No.: ENV-2013-522-EIR
Incidental Cases: VTT-72491-CN
Related Cases: None
Council No.: 13 - Hon. Mitch O'Farrell
Plan Area: Hollywood
Specific Plan: None
Certified NC: Hollywood Hills West
General Plan: Regional Center Commercial

Zone: C4-2D-SN, [Q]R5-2
Applicant: Hollywood Cherokee Ventures, LLC
Representative: Kyndra Casper, Liner LLC

PROJECT LOCATION: 1718 and 1722 - 1730 North Las Palmas Avenue
1719 - 1719½ and 1727 - 1727½ Cherokee Avenue

PROPOSED PROJECT: The removal of an existing surface parking lot and the construction of a new four- to six-story mixed-use building ranging in height from 54 feet to 71 feet comprised of 224 residential dwelling units with an 11 percent set aside for very low-income households and 985 square feet of ground-floor retail. The development will include a 305 parking stalls located within four levels (one semi-subterranean level and three subterranean levels).

REQUESTED ACTIONS:

ENV-2013-522-EIR

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, review and consider the certification of the Environmental Impact Report (EIR), ENV-2013-522-EIR, SCH No. 2013101063, including the Errata, the Environmental Findings, the Project Design Features, Mitigation Monitoring Program, and Statement of Overriding Considerations.

CPC-2013-522-DB-SPR

1. Pursuant to L.A.M.C. Section 12.22-A,25, a request for a Density Bonus to permit a less than 5 percent increase in the number of dwelling units from 221 to 224 units, where 11 percent will be set aside for restricted affordable units at the Very Low income level, utilizing Parking Option 1, to allow 252 spaces (one parking space each studio and one-bedroom unit and two parking spaces each two- and three-bedroom unit) and 53 commercial spaces, with the following incentives:

   a) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone.
   b) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site.

c) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted.
d) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in lieu of the 45 feet allowed in the [Q]C4-2D-SN Zone.
e) Off-Menu Incentive to reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

2. Pursuant to L.A.M.C. Section 16.05, a Site Plan Review for a project which creates, or results in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Find** that the City Planning Commission assessed the Hollywood Cherokee Project Environmental Impact Report, EIR No. ENV-2013-522-EIR, SCH No. 2012041003, certified on July 17, 2015. The City Planning Commission finds that pursuant to CEQA Guidelines, Section 15162, based on the whole administrative record, no subsequent EIR or negative declaration is required for approval of the Project.
2. **Approve** the following Affordable Housing - Density Bonus Incentives, concessions or waivers for a project that reserves 11% of its units for Very Low Income households: 1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone; 2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site; 3) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted; 4) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone; 5) Off-Menu Incentive to reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.
3. **Approve Site Plan Review** findings for a project with over 50 dwelling units;
4. **Adopt** the attached Findings;
5. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that **mitigation conditions** are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring;
6. **Advise** the applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

MICHAEL J. LOGRANDE
Director of Planning

Henry Chu, Hearing Officer
Telephone: (213) 978-1324

Sergio Ibarra, City Planning Associate

Luciralia Ibarra
Senior City Planner

Charles J. Rausch, JR
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, 200 North Spring Street, Room 532, 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 out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Description

The project applicant, Hollywood Cherokee Ventures, LLC, has proposed a mixed-use project comprised of 985 square feet of commercial use and 224 dwelling unit with 11%, or 24 units, set aside for Very Low income households on a 1.14 acre site located at 1718 and 1722-1730 North Las Palmas Avenue and 1719-1719½ and 1727-1727½ Cherokee Avenue. The site is bounded by a 3-story hotel and a 3-story apartment building to the north, Cherokee Avenue to the east, 1- and 2-story commercial buildings and an associated surface parking lot to the south, and Las Palmas Avenue to the west. The site is comprised of a total of four parcels and is presently improved with a surface parking lot with a total of 137 parking spaces.

The project will replace the existing surface parking lot for the construction of one mixed-use building ranging in height from 54 feet to 71 feet tall, and one semi-subterranean level and three subterranean parking levels. The building would have a floor area ratio of 3.66:1 averaged across the site with a total floor area of 169,531 square feet.

Table 1 provides a summary of the lots and floor area proposed for the project.

TABLE 1 LOT SUMMARY

Address	Zone	Lot Area (SQ)	Permitted Floor Area by Lot	Proposed Floor Area	Proposed FAR
1722-1730 N. Las Palmas	C4-2D-SN	21,077	42,154	80,818	3.83
1718 N. Las Palmas	C4-2D-SN	9,002	18,004	22,259	2.47
1719-1719 ½ Cherokee	C4-2D-SN	9,002	18,1004	23,836	2.65
1727-1727 ½ Cherokee	[Q]R5-2	10,535	43,650	42,618	5.86
Total		49,616	121,812	169,531	3.66

Residential Component

The residential portion of the building includes a mix of studio, one-, and two-bedroom units in the form of flats or townhomes. As mentioned above, the project proposes an 11% set aside for Very Low Income households, which would grant the project a 35% increase in density. The project would set aside 24 units for Very Low Income households. The sum of the total floor area for the 224 residential units is 144,445 square feet. Table 2 provides a summary of the residential mix proposed for the project.

TABLE 2 RESIDENTIAL MIX

Plan	Style	Quantity	Square Feet	Floor Area	Parking
Studio/1 Bath	Flat	100	406-721	48,748	100
1 Bed/1 Bath	Flat	81	596-670	52,006	81
1 Bed/1.5 Bath	Townhome	10	859	8590	10
1 Bed/1.5 Bath/Den	Townhome	5	1,086	5,430	5
2 Bed/1 Bath	Flat	10	747	7,570	20
2 Bed/2 Bath	Flat	4	914	3,656	8
2 Bed/2.5 Bath	Townhome	12	1,257-1,516	15,755	24
2 Bed/2.5 Bath/Den	Townhome	2	1,345	2,690	4
Total		224		144,445	252

Commercial Use

The commercial component of the project includes 985 square feet of neighborhood-serving retail space. The space is located at ground level at the southeast corner of the proposed building, facing Cherokee Avenue, and allows for an opportunity for outdoor patio space for dining.

Open Space

The project would provide a variety of open space and recreational amenities to its residents. A landscaped courtyard and dog park would be located internal to the project site on the podium level. Rooftop amenities would include a pool and pool terrace, club room, lounge, entertainment terrace, and artificial turf game lawn. Landscape planters and hardscape features would be distributed throughout the podium and rooftop levels, and perimeter landscaping would be installed at the ground level. Additional open space amenities would include private patios and balconies within the residential units and a private gym along the Las Palmas Avenue frontage.

Since the project proposes 224 dwelling units, a total of 23,325 square feet of open space and 5,016 square feet of landscaped areas are required within the project site. The project meets the open space requirement by providing 23,965 square feet of open space in the form of the following: podium level common open space, podium level private decks, gym, roof-level community space, pool deck, roof decks, and upper floor private decks. A total of 6,000 square feet of landscaped areas are provided. Table 3 provides a summary of the open space provided.

TABLE 3 PROVIDED OPEN SPACE		
Podium Level Common		3,780 sf
Podium Level Private Decks	18 dwelling units x 50 sf	900 sf
Gym		1,737 sf
Roof-level Community Space		1,177 sf
Pool Deck		3,285 sf
Roof Deck		10,086 sf
Upper Floor Private Decks	60 dwelling units x 50	3,000 sf
Total		23,965 sf

Site Access and Parking

The site would be accessible via automobile, walking, and bicycle. Since the site takes up the width of the block from Las Palmas Avenue to Cherokee Avenue, main access points would be from both rights-of ways.

Vehicular Access. Vehicle ingress into the development will be through a 25-foot wide one-way east driveway from Cherokee Avenue. Vehicle egress from the development will be via a 24-foot wide one-way west driveway that leads to Las Palmas Avenue.

Vehicle Parking. Parking for commercial and residential uses will be located at ground level, and at subterranean levels one, two and three. A total of 305 parking spaces are proposed for the project site. Of this total, 252 parking spaces will be set aside for residents. The project proposes to utilize Parking Option 1 as part of LAMC Section 12.22.A.25 as part of the density bonus application. Thus, one parking space will be provided for each studio- and one-bedroom unit, or 196 parking spaces. The remaining 56 residential parking spaces would be set aside for

the two-bedroom units. Parking for commercial uses will be provided at a rate of one parking space for each 500 square feet of commercial uses for a total of two spaces. The remaining 51 spaces would be made available as public parking.

Pedestrian access. Pedestrians will be able to access the site via multiple entry points. Main entrances for the residential and commercial uses will be located along Cherokee Avenue. The entrance to the residential lobby area is at the northeast portion of the site. The entrance to the commercial use is located at the southeast portion of the site. An entry point exists on Las Palmas Avenue, and would allow pedestrians to enter via the proposed community room. Residential exit stairs located at the south portion of the site will be located at the south portion of the site.

Bike Access. Residents will be able to bring in their bicycle through the main residential entrance located on the northeast portion of the site.

Bike Parking. Patrons and visitors as well as residents who need to park their bicycles will be able to utilize short term bike parking, located at the property corners of the building along Las Palmas Avenue and Cherokee Avenue, as well as the podium level, and on each of the subterranean parking levels. Long term spaces (26 spaces) will be located near the main residential entrance located at ground level on the northeast portion of the site along Cherokee. Other long term spaces (26 spaces) will be located along the west portion of the site, abutting the community room, in addition to the (remaining 57 spaces) three subterranean parking levels.

Table 1 provides a summary of the required number of parking spaces for vehicles and bicycles.

TABLE 1 CAR AND BICYCLE PARKING

Use	Unit	Parking Ratio	Required	Proposed
Residential	224		252	252
Studio, 1-BR	196	1 per unit	196	196
2- to 3- BR	28	2 per unit	56	56
Commercial	985 sf	1 per 500 sf	2	51
Short-Term Bicycle	224	1 per 10 units	22	28
Long-Term Bicycle	224	1 per unit	224	224

Project Entitlements

The proposed project will require the following entitlements:

1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone;

2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site;

3) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted;

4) Off-Menu Incentive to permit a 26-foot increase in the building height, allowing 71 feet in the [Q]C4-2D-SN Zone;

5) Off-Menu Incentive to reduced setbacks of

a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel;
b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and
c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

- A **Site Plan Review** for a project proposing over 50 dwelling units.
- **Environmental Impact Report:** The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2013-522-EIR, on March 31, 2015, detailing the relevant environmental impacts as a result of the project. On July 17, 2015, the Advisory Agency certified the Environmental Impact Report, including the Errata, in conjunction with Vesting Tentative Tract Map No. 72491-CN. The Environmental Impact Report identified impacts that would have 1) no impacts or less than significant impacts, 2) potential significant impacts that could be mitigated to less than significant, and 3) significant and unavoidable impacts. The impacts are summarized below.
    - Impacts Found to Have No Impact or Less Than Significant include the following:
        - Aesthetics/Visual Quality and Views; Agricultural Resources; Air Quality; Cultural Resources; Geology and Soils (Seismic Hazards, Groundwater, Soil Stability, Subsidence); Greenhouse Gas Emissions; Land Use Planning (Consistency and Compatibility); Noise (Operational Noise and Land Use Compatibility);Public Services (Police Protection - Operational Impacts) (Fire Protection - Construction and Operational); Public Services Schools; Public Services Libraries (Construction and Operational); Public Services Parks and Recreation (Construction and Operational); Transportation/Traffic (Construction, Operational – Intersection Capacity, Regional Transportation System, Neighborhood Intrusion, Access and Circulation, Public Transit, Parking, Bicycle Pedestrian and Vehicular Safety); and Utilities and Service Systems (Water – Construction and Operational), (Wastewater – Operational Impacts).
    - Potential Significant Impacts Mitigated to Less than Significant include the following:
        - Cultural Resources (Paleontological Resources); Geology and Soils (Expansive Soils); Public Services (Police Protection – Operational Impacts).
    - Significant and Unavoidable Impacts include the following:
        - Noise (Construction Noise and Construction Vibration).

BACKGROUND

The project site is located in Los Angeles County and in the Hollywood area of the City of Los Angeles. The subject site is within the Hollywood Community Plan, the Community Redevelopment Agency's Hollywood Redevelopment project Area, the Los Angeles State Enterprise Zone, and the Adaptive Reuse Incentive Area. The site is also within 500 feet of the Yucca Community Center, which is located north of the project site.

Adjacent Uses

Adjacent uses to the subject site include the following:

North: A 3-story hotel and a 3-story residential building in the C4-2D-SN Zone.

East: Across Cherokee Avenue, a 4-level parking structure in the [Q]R5-2D Zone, and one-story office and restaurant structure om the C4-2D-SN Zone.

South: 1- and 2-story commercial buildings and an associated surface parking lot in C4-2D-SN Zone.

West: Across Las Palmas Avenue, a 2-story commercial building and 5-story residential building.

Streets and Circulation

Cherokee Avenue, adjoining the property to the east, is a Local Standard Street dedicated to a width of 60 feet and is improved.

Las Palmas Avenue, adjoining the property to the west, is a Local Standard Street dedicated to a width of 60 feet and is improved.

Freeway Access and Surrounding Public Transit

The project site is located in the Hollywood Community of the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. Primary regional access is provided by US 101 (Hollywood Freeway), which runs southeast-northwest approximately 1 mile to the northeast of the project site. The major arterials providing regional and sub-regional access to the project site vicinity include Hollywood Boulevard, Sunset Boulevard, La Brea Avenue, Highland Avenue, and Cahuenga Boulevard. The Hollywood/Highland Red Line Station, part of the Los Angeles County Metropolitan Transportation Authority (Metro) rail system, is located at the Hollywood and Highland intersection, less than 0.25 miles from the project site. The project area is characterized by considerable pedestrian activity.

Zoning

Parcels 1, 2, and 4 are zoned by the LAMC as C4-2D-SN (Commercial, Height District 2 with Development Limitation, Signage Supplemental Use District). With some limitations (as identified in the LAMC), the C4 zone permits any land use permitted in the C2 zone, which in turn permits any land use permitted in the C1.5 and C1 zones. The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations at a maximum density of 108 dwelling units per acre (a minimum lot area of 400 sf per dwelling unit). The C4 zone also permits residential development at the density permitted in the R5 zone (a maximum density of 217 dwelling units per acre, based on a minimum lot area of 200 sf per dwelling unit) when a mix of commercial and residential uses is being developed, pursuant to LAMC section 12.22.A.18(a). Height District 2 within the C4 zone normally imposes no height limitation and a maximum Floor Area Ratio (FAR) of 6:1. However, in the case of Parcels 1, 2, and 4, the D Limitation indicates that FAR is limited to 2:1 and heights shall not exceed 45 feet. The "SN" in the project site's zoning prefix indicates that the project site is located in the Hollywood Signage Supplemental Use District.

Parcel 3 is zoned [Q]R5-2 (Qualified Multiple Residential, Height District 2). The R5 (Multiple Residential) zone permits one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations, normally at a maximum density of 217 dwelling units per acre (a minimum lot area of 200 sf per dwelling unit). However, the Q Condition in the zoning prefix restricts the maximum density to 108 dwelling units per acre (a minimum lot area of 400 sf per dwelling unit). The Q Condition also indicates that hotel and motel uses are permitted, as well as C1 uses not exceeding a FAR of 1:1 when part of a mixed-use project with a minimum FAR of 2:1 and with at least 12 dwelling units, subject to Zoning Administrator approval. Height District 2 in the R5 zone imposes no height limitation and a maximum FAR of 6:1.

Land Use Regulations

Hollywood Community Plan

Three parcels on the site are presently zoned C4-2D-SN with a Regional Center Commercial land use designation in the Hollywood Community Plan, with corresponding zones of C2, C4, P, PB, RAS3 and RAS4. Footnote No. 9 limits the Regional Center Commercial land use designation to 4.5:1 FAR with a maximum of 6:1 FAR through either a City Planning Commission approval or a transfer of development rights. One parcel is zoned [Q]R5-2 with a High Density Residential land use designation also within the Hollywood Community Plan area, with corresponding zones of R4 and [Q]R5. Footnote No. 13 states the Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C(5)j. Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.

Hollywood Community Plan Update

An update to the Hollywood Community Plan (Community Plan Update) was adopted by the City Council on June 19, 2012 (Ordinance No. 182,173). The Community Plan Update included General Plan land use designation amendments and zone and height district changes for the Community Plan area. However, on February 11, 2014, the Los Angeles County Superior Court issued a judgment ordering the City to rescind, vacate, and set aside all actions approving the Hollywood Community Plan Update and all actions certifying the EIR in connection therewith, and all related approvals issued in furtherance of the Hollywood Community Plan Update. In order to comply with the Court's judgment, on April 2, 2014 the City Council unanimously voted to repeal the Hollywood Community Plan Update and revert to the 1988 Hollywood Community Plan and all zoning and other regulations in place prior to the adoption of the Hollywood Community Plan Update.

The project was designed to be consistent with the goals, objectives and policies of the Land Use Chapter of the Community Plan Update. The project site is within an area identified as a pedestrian-oriented district that is well-served by public transit and is currently undergoing transformation. Design elements of the project support environmental sustainability, reducing the potential demand on citywide infrastructure systems and reducing potential greenhouse gas emissions.

2010 Bicycle Plan and Surrounding Bike Lanes

The 2010 Bicycle Plan, adopted in March 1, 2011, identifies streets near the project site as part of the plan. The plan designates Hollywood Boulevard, south of the site, and Highland Avenue, to the west, and Cahuenga Boulevard, to the east, as bicycle lanes. Hollywood Boulevard and Highland Avenue are also designated as backbones of the citywide bikeway network, Franklin Avenue, north of the site, is designated as a bicycle-friendly street. Franklin Avenue and Cahuenga Boulevard are also designated as part of the neighborhood bikeway network. Yucca Street, directly north of the site, is a Bicycle Friendly Street that has shared-lane markings and bicycle crossing islands at Cherokee Avenue and Las Palmas Avenue which allow only bicycles to pass through.

Site Block History

The project site is currently developed with a surface parking lot. As shown in the 1907 and 1913 Sanborn maps of the Historic Resources Report, found in the Draft EIR, the project site block was sparsely developed with small single-family homes in the early 20th century. The 1951 and 1955 Sanborn maps in the same report show the project block began to lose buildings as parcels were gradually cleared for surface parking in the 1950s. After 1957, no new buildings were constructed on the project site block until 2012. The project site itself is not developed with any structures and no historic resources are found on the site.

On-Site Related Cases

VTT-72491-CN. On July 17, 2015, the Advisory Agency approved a request to permit the subdivision for one ground lot and nine airspace lots for the construction of 224 new residential dwelling units and 985 square feet of retail with 305 parking spaces on a 49,626 net square-foot site in the C4-2D-SN and [Q]R5-2 Zones. The Advisory Agency hearing was held on July 8, 2015. The appeal period ended on July 27, 2015. No appeals were filed.

Off-Site Related Cases

CPC-2005-630(ZC)(ZAA)(SPR). On September 26, 2006, the City Planning Commission approved 1) a Zone Change from C4-2D-SN to (T)(Q)C4-2-SN, subject to Conditions of Approval, 2) a Site Plan Review, 3) a Zoning Administrator Adjustment to permit reduced parking, 4) dismissed the request for a reduction in parking for the market rate units, and 5) dismissed the requested for reduced setbacks, for the construction of a 5-story residential building with 22 affordable units set aside for Moderate Income households and 417 parking spaces. On February 12, 2007, the zone change ordinance was effectuated. The property is located at 1714-1736 McCadden Place.

Case No. CPC-2014-2398-ZC-HD-CU-ZAA-SPR. On July 3, 2014, the applicant filed a request for 1) a height district change to revise the "D" Limitation per Ordinance No. 165657 to allow a 4.5:1 FAR where 2:1 FAR is permitted and a maximum height of 95 feet in lieu of the maximum 45 permitted; 2) a conditional use to permit a hotel in the C4 zone located within 500 feet of a residential zone; 3) an adjustment to allow a 0-foot side yard and 0-foot rear yard in lieu of the 5-foot and 15-foot required, respectively; and 4) a site plan review to allow the development of a hotel with more than 50 guest rooms. The project includes the demolition of a commercial structure for the construction of a new 95-foot tall, 145,149 square-foot mixed use development with 18,710 square feet of ground floor retail, a 3,000 square-foot theater, hotel comprised of 181 guest rooms with restaurant and meeting rooms. The project address is 6611 W. Hollywood Boulevard.

Public Outreach

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a **Notice of Preparation** (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on May 10, 2013 and ending on June 11, 2013. A **scoping meeting** was held on May 22, 2013 at the project site. The Draft EIR was released for public comment on February 6, 2014. The comment period ended on March 24, 2014, meeting the 45-day review period required by the California Environmental Quality Act (CEQA). During that time, the Planning Department received **6 comment letters on the Draft EIR** from two organizations, one individual, and three agencies in the form of emails and letters.

A **Public Hearing** was held on Wednesday, July 8, 2015 at 9:30 am in City Hall. There were two people in attendance that signed the available Sign-In Sheet/Notification List. Besides planning staff, the project applicant, and representatives were also on hand. A second public hearing was held on September 24, 2015 at 9:30 a.m. in City Hall. The applicant and applicant representative were present. There were no public comments made at this hearing.

Project Revisions

There have been revisions to the proposed project since the applicant first submitted the application to the department and analyzed in the EIR. They are as follows:

- The project increased the commercial square feet from 378 square feet to 985 square feet.
- Setbacks, windows, articulation, and massing were changed to reduce impact to buildings south of project site.
- Parking was reduced from 412 parking spaces to 305 parking spaces, representing Code-required parking spaces provided in addition to 51 spaces to be used by the public.

PROJECT ANALYSIS

Surrounding Area Analysis and project Design

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, some historic and modern. Rubix Hollywood, a 6-story, multi-family residential use, is located directly west of the project site across Las Palmas Avenue. The Jefferson at Hollywood Luxury Apartments, another 6-story, multi-family residential use, is located west of Rubix Hollywood across McCadden Place. The areas north and east of the project site primarily consist of multi-family residential uses including the 3-story residential building referred to as Cherokee Studios, and community-serving uses, including the Yucca Community Center and Mini Park and the Las Palmas Senior Citizen Center. Numerous restaurants, shops, theaters, and nightclubs line Hollywood Boulevard just south of the project site, which is part of the historic Hollywood Walk of Fame, and runs east to west. The buildings and surface parking lot immediately south of the project site are the rear of the 6600 block of Hollywood Boulevard and include contributing structures in the Hollywood Boulevard Commercial and Entertainment District, a historic district that is listed in the National Register of Historic Places and the California Register of Historical Resources. The area south of the project site along Hollywood Boulevard is comprised of a varied mix of commercial, residential, and educational uses, including Selma Avenue Elementary School and Hollywood High School, both located within a 0.25-mile radius of the project site. Dense commercial development lines Highland Avenue and Hollywood Boulevard to the west of the project site. The Hollywood and Highland shopping center and entertainment complex is located less than 0.25 mile from the project site at the corner of Hollywood

Boulevard and Highland Avenue. The Hollywood/Highland Red Line Station, part of the Los Angeles County Metropolitan Transportation Authority (Metro) rail system, is also located at this intersection. The project area is characterized by considerable pedestrian activity, and the project's contemporary design factors in the site's adjacent and surrounding uses.

Walkability Analysis

Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. The City of Los Angeles Walkability Checklist for Site Plan Review ("Walkability Checklist") was created by the City's Urban Design Studio of the Department of City Planning. The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The design elements are consistent with the General Plan and applicable Urban Design Chapters of the Community Plans. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. The project is consistent with many of the goals and implementation strategies of the Department of City Planning's Walkability Checklist.

While the guidance provided by the Walkability Checklist is not mandatory and is not a part of the L.A.M.C., incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality urban form for the proposed project. The essential purpose of the Walkability Checklist is to guide City Planning staff in working with developers to make developments more "walkable" by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. The following is an analysis of the proposed project's consistency with the applicable guidelines.

a) **Building Orientation.** The building fronts Cherokee Avenue and spans the full width of the block to Las Palmas Avenue, with the front of the building with residential and commercial entrances oriented towards the east. The building also fronts Las Palmas Avenue where there is also access to the community room.

b) **Building Frontage.** The building is 151' ½" wide and spans from Cherokee Avenue to Las Palmas Avenue. Building frontage along Cherokee Avenue will have vehicular entry in addition to pedestrian entrances on the east portion of the building. The commercial retail portion at ground level will have an aluminum storefront, and differentiated from the portions above, which will have stucco and aluminum perforated metal. Patrons will be able to enter the store from Cherokee Avenue near the southwestern portion of the site. Residents and guests of the development can enter the main entry of the building from Cherokee Avenue located near the northeast property line. Access to the community room will be from Las Palmas Avenue. Since the site is a through lot, the west façade facing Las Palmas will serve as a building frontage for the western portion of the development. Ground level frontage along Las Palmas Avenue will include aluminum frontage near the community room, wood veneer for vehicular door, and a "garage door" operable window system. Materials used for residential frontage along the west façade facing Las Palmas will be differentiated from ground level uses and include aluminum perforated metal, stucco and glass railings.

c) **On-Site Landscaping.** While landscape plans are not final, the proposed project would be designed to generally support the walkability guidelines discussing on-site landscaping. The proposed project would contribute to the public realm by extending the public right-of-way for those who walk along the building; thus creating the sense of an "outdoor room." The proposed project would incorporate landscaping that would be designed to facilitate pedestrian movement where appropriate, provide separation between service areas and public zones, and define edges throughout the varying elements of the proposed project. The proposed project would therefore be substantially consistent with Walkability Checklist guidelines related to on-site landscaping.

d) **Off-Street Parking and Driveways.** The proposed project generally supports the walkability guidelines discussing off-street parking and driveways, which states that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated.

Vehicular entries and exits would be marked by formal tree canopies indicating a clear vehicular circulation path, separate from the pedestrian pathways. Ramp entrances from Las Palmas Avenue and Cherokee Avenue will be 24 feet and 25 feet wide, respectively. Driveway widths from Las Palmas Avenue and Cherokee Avenue will both be 30 feet wide. These widths will take dominate the lot frontage widths on both sides of the street.

Pedestrian walkways from the parking building and to the building entrances would be identifiable with the use of landscape and hardscape materials, lighting, and signage. The width of driveways would meet driveway requirements necessary to accommodate vehicles and all parking areas would be illuminated with adequate, uniform, and glare-free lighting. Therefore, the proposed project would be substantially consistent with Walkability Checklist guidelines related to off-street parking and driveways.

e) **Building Signage and Lighting.** The project would include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes. Low-level accent lighting to highlight architectural features, landscape elements, and the project's signage would also be incorporated. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. Project signage would include a central identity sign and various directional signs. The identity sign would be located on Las Palmas Avenue and would consist of a vertical building-mounted sign with cutout lettering presenting the project name and/or address. The size of the identity sign would not exceed 400 sf. Illuminated parking signs would be. All signs will be consistent with Code requirements.

f) **Sidewalks.** The proposed project generally supports the walkability guidelines discussing sidewalks, which describes that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically creating a clear separation from the roadway and from traffic. The sidewalks along Cherokee Avenue and Las Palmas Avenue are 9 feet wide. The sidewalks would be consistent with the character of development along both sides of the street. Sidewalks will be continuous to ensure continuous pedestrian flow in the northbound and southbound on both sides of the street.

g) **Utilities.** The proposed project generally supports the walkability guidelines discussing utilities, which describe that ideally utilities should be placed underground in order to improve and preserve the character of the neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. The proposed project would place utility equipment underground and/or in the specified zones outlined in the Walkability

Checklist. Therefore, the proposed project would be substantially consistent with Walkability Checklist guidelines related to utilities.

Architectural Design

The project is designed in a contemporary architectural style. The new structure would include balconies, building fenestration, a variety of surface materials and colors, and a stepped back rooftop level to create horizontal and vertical articulation, provide visual interest, and reduce the building scale. Building materials would include stucco, aluminum, glass, wood, and wood veneer. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. Additionally, all major utilities would be placed underground.

DISCUSSION OF ISSUES

Public Hearing held on July 8, 2015

A joint Hearing Officer/Advisory Agency public hearing was held for Vesting Tentative Tract Map 72491-CN and CPC-2013-521-DB-SPR and for environmental clearance, ENV-2013-522-EIR.

Comments from the July 8, 2015 public hearing include the following:

- Project's massing, height and setbacks in the area
- Loss of and demand for parking in the area
- Safety concerns along the passageway between the subject building and the adjacent buildings to the south
- Concerns of the adjacent restaurants and their roof exhaust systems possibly impact residents of the development.

A summary of the comments made by each speaker is provided in Section P of this report.

Urban Design Studio and the Professional Volunteer Program

The project was presented to the Professional Volunteer Program (PVP) by the Urban Design Studio on August 4, 2015. The comments made by the professional architects for the original project (prior to the redesign and changes noted above in project Revisions) include the following:

- Enhance the articulation of the building entrances on both Las Palmas and Cherokee to ensure visibility and prominence from the street. Treatment of the building entrance should vary and be distinct from the treatment of retail, community rooms, etc.
- Enhance the design of the northern elevation as it is visible from the adjacent uses, historic structures, and recreational amenities. Ensure depth of any articulation with variations in the building plane, colors, materials, or texture. Northern elevation should be treated with similar design consideration as all other facades.
- Consider providing open space amenities along the northern elevation to reflect the recreational amenities of the nearby mini park
- Consider installing lights along any walkways or narrow setbacks to ensure visibility and safety of the space. Ensure the southern walkway is well-lit after hours ensure safety with respect to abutting uses.

- Consider enhancing the northern elevation to make it not look like the back of the building. The park is located north of the project site. Consider revising revisiting the design of the northern elevation so that it has an equal level of detail, articulation, and architectural rigor as the other elevations.

The comments were submitted to the applicants.

CONCLUSION

The project site's surrounding area is undergoing a transformation where new developments, including mixed-use developments, are bringing in a lively, pedestrian-oriented district. The Hollywood Community offers people a place to live and work, and the opportunities to enjoy the night life in addition to entertainment that already exists.

The project would be part of this transformation by replacing a surface parking lot with a 224 dwelling units to address the need for housing in the City. In addition, a set aside of 24 units for Very Low Income households will be provided on site to address the lack of affordable housing throughout the City. All residents will be able to utilize the amenities within the development. In addition, the development will provide 985 square feet of commercial use, likely for dining, to bring convenience to residents and more dining options for the community. The subject project would help narrow the jobs-to-housing ratio by bringing more housing to the Hollywood community. Since the site is within walking distance of the Metro Red Line Station, the ratio is further improved throughout the City, as residents will be able to walk to the Red Line Station to get to their jobs.

The development provides Code-required parking and an additional 51 parking spaces to be utilized by the public to provide some relief for the community losing the 137 parking stalls from the existing surface parking lot.

With regards to neighboring uses, the applicant worked with the Council Office to ensure the design of the building would be appropriate in scale for the area. The design includes a step back of the south portion of the subject building to transition from the historic low-rise historic buildings along Hollywood Boulevard. To account for this, a contemporary façade treatment with variation of façade planes and rooflines as well as the overall detail is proposed. The project brings eyes and residents on the street to help deter potential crime.

The project would be appropriate for the site and would meet the goals and objectives of the Hollywood Community Plan. Most impacts from the project would be mitigated, and the project would bring several benefits to the Hollywood Community. The project has received support from the Council Office, the Hollywood Hills West Neighborhood Council, and the Hollywood Chamber of Commerce. As such, the Hearing Officer recommends approval of the project.

CONDITIONS OF APPROVAL

Density Bonus Conditions of Approval

1. **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," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

2. **Residential Density.** The project shall be limited to a maximum of 224 residential units.

3. **Residential Automobile Parking.**

   a. Vehicle parking shall be provided consistent with LAMC 12.22-A.25(d) Density Bonus Parking Option 1, which permits one on-site parking space for each restricted affordable unit of 0-1 bedroom, and two on-site parking spaces for each restricted affordable unit of 2-3 bedrooms, for a minimum of 252 code-required parking spaces.

   b. The project provides excess parking and shall be limited to a maximum of 305 automobile parking spaces.

4. **Averaging of Floor Area Ratio, Density, Parking or Open Space, and Permitting Vehicular Access.** The requested on-menu incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone.

5. **Floor Area Ratio (FAR).** The requested on-menu incentive allows for the Floor Area Ratio to be limited to a maximum 3.55:1 averaged across the site. The requested off-menu incentive allows a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted.

6. **Height.** The requested off-menu incentive allows for an increase of the height limit with a maximum of 26 additional feet. The project shall be limited to a multi-level roof that ranges in height from 54 feet within the first 48 feet into the property measured from the south property line to 71 feet in lieu of 45 feet, as shown on elevation in "Exhibit A".

7. **Side Yards.** The requested off-menu incentive allows for a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

8. **Affordable Units.** A minimum 24 units, that is 11% of the 224 base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915(C)(2).

9. **Calculation of Residential Density.** For the purposes of calculating the total number of dwelling units allowed at the site, any land required to be dedicated for street or alley purposes may be included as lot area.

10. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 24 units available as Restricted Affordable Units to families earning less than 50% of the area median income, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

Other Entitlement Conditions of Approval

11. **Use.** The use of the subject property shall be limited to those uses permitted in the C4 and R5 Zones as defined in Section 12.16.A of the L.A.M.C.

12. **Commercial Parking.** Provide parking for commercial use in compliance with L.A.M.C. Section 12.21-A,4(c).

13. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based upon the number of dwelling units, 224 long-term and 22 short-term bicycle parking spaces shall be provided onsite.

14. **Public Parking.** Prior to the issuance of any Certificate of Occupancy, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the applicant to provide a minimum 51 parking spaces dedicated for public use within the development.

15. **Balconies.** The balconies shall include metal railings with some glass and perforated metal accents as shown in "Exhibit A". The applicant shall indicate on the final elevation plans the height of the balcony wall and material(s) being used to the satisfaction of the Planning Department. This condition shall only apply to balconies facing the public right-of-way or public street.

16. **Building Articulation.** The building façade shall include large windows, balcony openings, variation of façade plans and rooflines as shown on the project plans labeled "Exhibit A" stamp-dated September 24, 2015.

17. **Public Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department.

Environmental Mitigation Conditions

18. **MM D.1 Cultural Resources (Paleontological Resources).** If any paleontological materials are encountered during ground-disturbing activities for construction of the project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

19. **MM E-1 Geology and Soils (Expansive Soils).** If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

20. **Public Services (Police Protection – Operational Impacts).**

    a. **MM H.1-1** Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

    b. **MM H.1-2** Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

21. **Noise (Construction Noise, Construction Vibration)**

    a. **MM G.1** A temporary and impermeable sound barrier shall be erected in the following locations:

        1. Along the northern property line of the project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
        2. Along the western property line of the project site between the construction area and apartment building on the west side of Las Palmas Avenue (west of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
        3. Along the eastern property line of the project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

b. **MM G.2** Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

c. **MM G.1** Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

d. **MM G.4** The project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the project site as follows:

1. Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;
2. Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;
3. Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and
4. Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the project site) during the installation of piles within 25 feet of the building structures, to ensure that the project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

e. **MM G.5** The number of project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

Administrative Conditions

22. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

23. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.

24. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

27. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

28. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

29. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.

30. **Indemnification.** 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 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 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 $25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

Other Conditions

31. **Graffiti Removal.** 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.

32. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to eh satisfaction of the decision maker.

FINDINGS

1. **General Plan Land Use Designation.** The subject property is located within the Hollywood Community Plan area, which was adopted by the City Council on December 13, 1988 (pursuant to Council File 86-0695-S1). The Plan Map designates the subject property for Regional Center Commercial land use for three of the four lots with corresponding zones of C2, C4, P, PB, RAS3 and RAS4. The Plan designates the one [Q]R5-2 zoned lot as High Density Residential land use with the corresponding zones of R4 and [Q]R5. The subject property contains approximately 49,626 square feet of land and currently has zoning of [Q]R5-2 and C4-2D-SN. The zone permits uses consistent with commercial and multi-family residential. However, the [Q] condition for the R5-zoned lot states that the Plan contemplates that certain commercial uses may be allowed on properties designated as High density. Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible, commercial uses should be located at street level, with residential uses on the upper floors. The proposed project complies with the provisions of the [Q] Condition.

2. **General Plan Text.** The Hollywood Community Plan text includes the following relevant Commercial Land Use discussion: Plan policies provide for the development of single or aggregated parcels for mixed use commercial and residential development. The intent is to provide housing in close proximity to jobs, reduce vehicular trips, reduce congestion and air pollution, assure adequate sites for housing, and stimulate pedestrian-oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate multiple family or mixed-use projects in commercial areas, it encourages them in certain areas, such as in pedestrian-oriented areas and in transit-oriented districts, where design controls and other tools can ensure their compatibility with commercial revitalization efforts. The requests for approval of the conditional use and associated entitlements would be consistent with several important goals, objectives, and policies of the Hollywood Community Plan that refer to residential development including:

   "Objective 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."

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

   "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."

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

   Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design,

open space, economic development, transportation, infrastructure, and public services. The project site is currently developed with a surface parking lot. It is one of the few under-improved properties in the vicinity. Development of this site is an infill of an otherwise area of mixed uses. By enabling the construction of a residential and commercial development, jobs would be created from the construction of the development, housing would be built, affordable units would contribute to satisfying needs of all economic segments, and public transportation could be utilized. The proposed development would be consistent with several goals and policies of the Framework Element. The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the project site. Those objectives and policies seek, in part, to provide for the stability and enhancement of multi-family residential neighborhoods.

Housing Element. The project would meet many housing objectives and policies contained in the Housing Element of the Los Angeles General Plan as follows:

Policy 2.1.3: Encourage mixed use development which provides for activity and natural surveillance after commercial business hours. Policv2.1.4: Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape, and landscaping to provide shade and scale.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Policy 2.3.1: Encourage and plan for high intensity residential and commercial development in centers, districts and along transit Corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.

Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The project will create a high-quality development that offers housing in the Hollywood area. Set within a Regional Center Commercial district, the project would help bring balance to the jobs to housing ratio and brings residents closer to jobs. In addition, the project is within a quarter of a mile of the Hollywood/Highland Metro station, bringing residents closer to public transit to get them to their places of employment. Furthermore, the project would bring affordable housing to the City to help meet the City's demands for affordable units for its residents.

3. **The Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of Las Palmas Avenue and Cherokee Avenue to Plan designated Local Street standards will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.

4. **The Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

5. **Health & Wellness Element.** The project site is located near Hollywood Boulevard. Surrounding uses include several dining, entertainment, and service options that would help reduce dependency on the automobile. The project is also within a quarter of a mile of the Hollywood/Highland Metro station. The project would encourage pedestrian activity, while providing enough bicycle parking spaces to promote viable options to move through the area and be consistent with the Health & Wellness Element. Open space is provided in the form of two courtyards to encourage active living and improve community health.

6. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

7. **Affordable Housing - Density Bonus Compliance Findings.**

   a. **The project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.**

   As conditioned by this approval, the proposed project complies with all applicable provisions of the California Government Code Sections 65915-65918 and LAMC Section 12.22-A,25. The project qualifies for a 35% density bonus because 11% of its units will be set aside for Very Low Income households for a period of 55 years. The provision of set aside units automatically allows the applicant to qualify for an increase in density, however the applicant is pursuing a density increase of less than 5%. Also, pursuant to LAMC Section 12.22-A,25, projects that set aside at least 11% of its units for Very Low Income households, qualify for up two on-menu incentives. Two on-menu incentives are requested. Three off-menu incentives are being requested and are subject to compliance with the California Government Code Section 65915. The proposed project includes the removal of an existing surface parking lot and the construction of a new four- to six-story, 54-foot to 71-foot tall mixed-use building comprised of 224 residential dwelling units with an 11 percent set aside for very low-income households and 985 square feet of ground-floor retail. The development will include a 305 parking stalls located within four levels (one street level and three subterranean levels) of the proposed four- to six-level building. The applicant seeks the following incentives: 1) On-Menu Incentive of averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone; 2) On-Menu Incentive to permit a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site; 3) Off-Menu Incentive to permit a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted; 4) Off-Menu Incentive to permit a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone; 5) Off-Menu Incentive to permit reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

1) Density - The applicant qualifies for a 35% density bonus for an increase of 77 units for a total of 298 units. The applicant is only seeking approval for an increase of 3 units for a total of 224 residential units.

Parking - The applicant qualifies for a parking reduction using Parking Option 1 or 2, and is requesting Parking Option 1.

2) On-Menu Incentives/Concessions Waivers:

Averaging of floor area ratio, density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone;

Floor Area Ratio - the applicant is request a 35% increase in FAR from 2:1 in the C4-2D-SN Zone and from 6:1 in the [Q]R5-2 Zone to an FAR of 3.55:1 averaged across the site;

3) Off-Menu Incentives/Concessions Waivers:

Floor Area Ratio - The applicant is requesting a 4.17% increase in FAR from 3.55:1 to 3.66:1 averaged across the site, thereby allowing 169,531 square feet of building floor area in lieu of the 164,446 square feet otherwise permitted.

Building Height - The applicant is requesting a 26-foot increase in the height requirement, allowing 71 feet in height in the [Q]C4-2D-SN Zone

Setback - The applicant is requesting reduced setbacks of a) a 0-foot front yard setback, in lieu of the 15 feet required, for the [Q]R5-zoned parcel; b) a 2.5-foot side yard setback, in lieu of the 9 feet required, for subterranean level 0 on the northern property line of the [Q]R5-zoned parcel, and c) a 7-foot side yard setback in lieu of the 9 feet required on the southern property line in the C4-2D-SN Zone.

b. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the extent physically feasible.

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued an Environmental Impact Report (ENV-2013-522-EIR). The project is subject to various specific measures such Cultural Resources (Paleontological Resources), Geology and Soils (Expansive Soils), Public Services – Police Protection (Operational Impacts), Noise (Construction Noise and Construction Vibration). Project design features and Regulatory Compliance measures have also been incorporated into the project to be sensitive to the surrounding neighborhood. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset to these resources is concerned. Furthermore, the project site, as well as the surrounding area is presently developed with an urban environment which does not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as "potentially significant unless mitigation incorporated" in the Environmental Impact Report have attached Mitigation Measures to remedy potentially significant impacts to less than or no impact

levels. Said measures are required and are incorporated into the project's conditions of approval. Mitigation Monitoring and other procedures and processes have been identified ensuring the implementation of all required mitigation measures. Therefore, in light of the whole record, the proposed project would not cause substantial impacts on the environment.

The proposed project and subsequent improvements will be subject to numerous provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the International Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., seismic safety).

The project will not be constructed over a hazardous materials site, flood hazard area, or be located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. Also, prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The type of use proposed is consistent with surrounding land uses and would therefore result in a development cohesive and consistent with adjacent and nearby properties within the same zone and vicinity.

Additionally, the Department of Transportation requires the submittal of a parking and driveway plan to ensure safe egress and ingress of the project site and to ensure conformance with transportation safety design policies. Parking stalls will be designed so that a vehicle cannot back into or out of any public street or sidewalk. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. Therefore, the design of the proposed project materially conforms to the CEQA Statute and all other policies and regulations of the Affordable Housing - Density Bonus Program and the Los Angeles Municipal Code. I

8. Site Plan Review Findings

a. The project complies with all applicable provisions of the Los Angeles Municipal Code and with any applicable Specific Plan.

The LAMC makes provisions for the exceptions and incentives necessary for the development of affordable housing in accordance with State Law. The proposed project design complies with all applicable provisions of the code except for any allowances that may be permitted under the granting of the requested entitlements. Additionally, the subject site is not located within a Specific Plan area. Therefore, the project as conditioned complies with all applicable provisions of the LAMC.

b. The subject development project is consistent with the adopted General Plan.

The proposed project complies with the intent and objectives of the General Plan. The Hollywood Community Plan encourages a variety of housing options in order to meet the housing demands of the area. Furthermore, the subject site is designated with a Regional Center Commercial and High Residential land use designation, which allows multi-family development. The proposed mixed use

project with an affordable housing component is consistent with the following objectives and policies:

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 (Figures 3-1 to 3-4) and Table 3-1.

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 enhances the character of commercial and industrial districts.

Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

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 mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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 District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.

Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.

Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.

Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing. The requested entitlements would permit the development of a much needed multifamily project specifically for the developmentally disabled, homeless veteran and senior citizens. The proposed project contributes to the advancement of the goals, objectives and policies set forth in the General Plan by contributing to the growing demand for adequate affordable housing, especially for this specific demographic. Therefore, the project is consistent with the General Plan.

c. The project is consistent with any applicable adopted Redevelopment Plan.

Under the First Amendment to the Hollywood Redevelopment Plan, the land use designations of the Hollywood Redevelopment Plan were updated to conform to the land use designations of the Hollywood Community Plan and a mechanism was established whereby the land use designations of the Hollywood Redevelopment Plan would automatically conform to any future changes in the Hollywood Community Plan. Therefore, if the project is consistent with the Community Plan, it is also consistent with the Redevelopment Plan.

The project is consistent with the applicable land use policies of the Hollywood Redevelopment Plan since it addresses the following goals: (i) "Promote a balanced community by meeting the needs of the residential, commercial, industrial, arts and entertainment sectors." (ii) "Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which: reflects Hollywood's position as the entertainment center; contains active retail and entertainment uses at the street level; provides for residential uses; is pedestrian oriented."

The project provides much needed housing, including affordable housing, while providing 985 square-feet of ground floor, neighborhood-serving commercial uses to serve residents and the community. The project will also provide 51 parking spaces in addition to the Code-required parking spaces for the proposed use for surrounding businesses. The project is designed to encourage pedestrian use. The retail space will be at ground level, and will include a glass storefront instead of blank walls. There will be pedestrian-level lighting and landscaping. Residential uses are placed above retail uses, and residential entrances to the building at ground level.

The project has been designed to respect the lower, historic buildings south of the project site by incorporating a step back design. The project incorporates larger windows, façade articulation and balconies to open up the area between the subject building and the buildings to the south.

d. The subject development project consist 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 which is or will be compatible with existing and future development on neighboring properties.

Design. The scale, massing, and location of the proposed building will respond to the rectangular shape of the site and to the commercial and residential context of the properties that adjoin the project. Two 3-story residential buildings are north of the project site while a 1-1/2 story and 2-story commercial buildings are to the south. The project will consist of four levels of parking, with one semi-subterranean level and three subterranean levels, all hidden from the public right-of-way. The retail component would be along Cherokee Avenue. The project includes architectural design elements in the form of varied building setbacks and aluminum perforated metal decorative skin that are unique to the community, and avoids unattractive blank walls and stucco box design. Exterior street-facing finishes include glass with anodized aluminum trim, perforated metal, smooth troweled plaster, and weather-resistant paneling. In addition to building materials, the project includes a large courtyard, landscaped areas, building articulation, and varied massing patterns. Additionally, the project's parking is concealed from street view via a semi-and subterranean garage and wood veneer is used for the vehicular entries.

Furthermore, design elements are incorporated into the project to protect the historic buildings along Hollywood Boulevard. Specifically, the applicant proposes to construct the taller portions of the building in the northern parcels of the project site (Parcels 3 and 4) and the shorter portions in the southern parcels (Parcels 1 and 2), thereby using varied heights to create a gradual tiered effect to frame the low-rise historic district. Overall, the tallest portion of the project (Level 6) would be set back over 40 feet from the southern property line. Rather than block or obscure the low-rise historic buildings, the varied height and the stepped back rooftop level would create horizontal and vertical articulation, provide visual interest, and reduce the building scale. The proposed project has been designed to step back the design of the south portion of the building to respect the adjacent historic buildings along Hollywood Boulevard. The subject building reaches a maximum height of 54 feet from the south property line and runs north for 48 feet before the building steps up to 71 feet. The project also includes a 7-foot setback along the southern property line to provide a visual separation between the project and the historic uses to the south.

The proposed building footprint would encompass approximately 42,515 square feet. The project would have a total FAR of approximately 3.66:1, averaged across the project site, and an overall density of 219.9 dwelling units per acre. The project site is rectangular in shape and is approximately 46,356 square feet in size. It has 108.5-foot and 167-foot frontages along Cherokee Avenue and Las Palmas Avenue, respectively, and a depth of 180 feet and 360 feet on the north and south sides, respectively. The topography of the site is slightly sloping. The proposed building includes a "C" shaped form with a central courtyard down the middle and units that extend across the remainder of the site towards Cherokee

Avenue. A second courtyard buffers the project from the neighboring building to the northeast. The ground level of the building on Las Palmas Avenue will house the gym, community room and main residential lobby. They are oriented toward the front of the complex for easy access by residents while the upper stories will house residential units. The building also has a 5th floor community space accessible on the roof level. Ground level retail space will be oriented toward the front of the complex and the entrances to the public garage. The upper stories will feature residential units.

The floor area ratio will be 3.66 averaged across the site, and the project, through the density bonus incentives, will observe setbacks of 9 feet to the north, and 7 feet to the south.

Setbacks. A 9-foot setback would be provided along the northern property line and a 7-foot setback would be provided along the southern property line. No setbacks on Cherokee Avenue or Las Palmas Avenue are proposed. Along the portion of the eastern boundary of Parcel 4 that abuts the adjacent property to the north of the project site, the semi-subterranean parking level (Level 0) would be set back 2.5 feet from the property line, transitioning to an 18-foot setback at the podium level and above. The 0-foot setbacks along Cherokee and Las Palmas Avenue coincide with the existing sidewalk street pattern where buildings are built to the property line.

Walkability. The project seeks to be inviting to its residents and the surrounding neighborhood, as it will be located within an area characterized by commercial, open space/recreation and residential uses. The commercial uses include businesses that are neighborhood and tourist serving, such as restaurants, small markets and souvenir shops. The site also has open space and recreation facilities nearby including the Yucca Street Mini Park and Community Center to the north and the Hollywood Community and LAPD Service centers to the east. The existing uses along Hollywood Boulevard and surrounding the site are conducive to pedestrian activity. As such, the building's main pedestrian entrance will be located along Las Palmas Avenue at ground level and will feature an aluminum storefront with ample glazing. The first floor of the project also features planters and warm materials such as wood veneer to provide a pedestrian friendly quality.

Landscaping and Open Space. The project would provide a variety of open space and recreational amenities. A landscaped courtyard and dog park would be located internal to the project site on the podium level. The large, rectangular courtyard would run north-south on the western side of the project site. It would feature a terrace with accent walls, raised metal planters, lounge furniture and wood pedestal paving. A paseo with tile paving would run the length of the courtyard, off of which are extended private patios for the units. The smaller dog park would be in the middle of the project site, adjacent to the existing 3-story building to the north. Rooftop amenities would include a pool and pool terrace, club room, lounge, entertainment terrace, and artificial turf game lawn. Landscape planters and hardscape features would be distributed throughout the podium and rooftop levels, and perimeter landscaping would be installed at the ground level. Additional open space amenities would include private patios and balconies within the residential units and a private gym along the Las Palmas Avenue frontage. In total, approximately 23,965 square feet of open space would be provided, including 6,000 square feet of landscaped area (30 percent of

the overall common open space), which would meet the requirements for open space provisions for new residential projects set forth in LAMC Section 12.21.G.

The rooftop located along the south portion of the site would include a west rooftop lounge with a wood trellis, pool terrace and entertainment terrace. These rooftop areas would be landscaped with potted plants, trees and pavers to help residents find their way to different features of the terraces.

Circulation and Driveway Access. The project would support the use of public transportation and a reduction in vehicle miles traveled by project residents by concentrating new development within 0.25 mile from the Metro Red Line Station at Hollywood Boulevard and Highland Avenue. The project also would provide approximately 252 bicycle parking spaces, including 224 secured spaces for project residents and 28 publicly accessible spaces for short-term bicycle parking.

Vehicular access to the project would be provided by one ingress/egress driveway on Las Palmas Avenue that would provide access to private residential parking, and one ingress/egress driveway on Cherokee Avenue that would provide access to private residential parking as well as commercial parking and bicycle parking for the public. The locations of the driveway cuts are new and would require review and approval by the Los Angeles Department of Transportation (LADOT) for placement, width, and spacing.

Parking. Parking for the proposed residential and commercial uses is located within the subject building. Parking for commercial and residential uses will be located at ground level, and at subterranean levels one, two and three. A total of 51 spaces will be set aside for public parking within the subject building.

Loading Areas. Loading areas are located away from the northern portion of the project to avoid undue disturbance to the residential uses along Yucca Street.

Lighting. Outdoor lighting will be directed onto the site to avoid impacts to adjacent uses. Also, evening lighting will not spill out above the site to avoid light pollution and glare impacts.

Trash Collection. Trash collection will be located on the first level of parking, identified as Subterranean Level 0 in "Exhibit A". Trash rooms are located adjacent to the stairwell along the south portion of the site at all the residential levels of the building. The trash room is accessible from the interior hallways of the building and will not intrude upon neighboring uses.

e. **That the project incorporates feasible mitigation measures, monitoring measures, when necessary, or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the project and/or any additional findings as may be required by CEQA.**

The Hollywood Cherokee Project Environmental Impact Report ("EIR") identified environmental impacts that could arise from the construction and operation of subject project. Impacts that were identified as having an impact that would incorporate mitigation measures have been identified in the EIR and will be addressed by the project to assure compliance with the

environmental review and to minimize the effect of Cultural Resources (Paleontological Resources); Geology and Soils (Expansive Soils); Public Services (Police Protection); Public Services (Libraries); Traffic, Access and Parking (Cumulative Impacts). Mitigation measures have also been incorporated to address Noise (Construction Noise and Construction Vibration), environmental categories that were identified as impacts remaining potentially significant. However, in compliance with CEQA, a Statement of Overriding Considerations identified project benefits that would outweigh the environmental impacts. The EIR also included Project Alternatives to evaluate ways to reduce environmental impacts. Furthermore, a Mitigation Monitoring Program was prepared to identify the Enforcement Agency: City of Los Angeles Department of Building and Safety, monitoring agency, monitoring phase, monitoring frequency, and actions indicating compliance.

f. That any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.

The project includes 224 dwelling units. Recreational facilities are provided to residents to improve habitability in the form of open space and other recreational amenities. A landscaped courtyard and dog park would be located internal to the project site on the podium level. The project includes rooftop amenities such as a pool and pool terrace, club room, lounge, entertainment terrace, and artificial turf game lawn. A private gym located along the Las Palmas Avenue frontage provides residents a communal area to exercise. Roof terraces would be located on the portion of the building opposite the adjacent multi-family building to the north to minimize noise and privacy impacts. The project proposes a stepped back transition of the rooftop levels, which would further ensure that rooftop light is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover.

9. FINDINGS OF FACT (CEQA)

The project applicant, Hollywood Cherokee Apartment Venture, LLC has proposed a project that would develop a four- to six-story mixed-use building comprised of 224 dwelling units and 985 square feet of commercial spaces. The project includes a request for a vesting tract map to subdivide the site into one ground lot and nine airspace lots on a 49,626 net square-foot site in the C4-2D-SN and [Q]R5-2 Zones. To develop the subject building, the existing parking lot would be removed.

The project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Unit, which determined that the proposed project required the preparation of an Environmental Impact Report (EIR).

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 22, 2013. The NOP for the Draft EIR was circulated for a 30-day public review period, and concluded on November 25, 2013.

A Notice of Availability (NOA) and the Draft EIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 45-day public review period from December 11, 2014 through January 27,

2015, as required by the California Environmental Quality Act (CEQA). During that time, the Draft EIR was also available for review at the City of Los Angeles Department of City Planning, various City libraries, and via Internet at http://cityplanning.lacity.org. The Planning Department received comments on the Draft EIR from six organizations, individuals, and agencies in the form of emails and letters.

The Draft EIR analyzed the effects of a reasonable range of alternatives to the project. Following the close of the public review period, written responses were prepared to the comments received on the Draft EIR. Comments on the Draft EIR and the responses to those comments are included within the Final EIR (Final EIR).

A Notice of Completion and Availability of the Final Environmental Impact Report was issued on March 31, 2015. The Final EIR is comprised of: an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Mitigation Monitoring Program; and Appendices. The Final EIR, together with the Draft EIR, makes up the Final EIR as defined in CEQA Guidelines Section 15132 (the Final EIR).

On September 8, 2015, an Errata to the Environmental Impact Report for the Hollywood Cherokee Project was prepared. The Errata addressed the correction to one of the discretionary approvals requested in association with the Project. The proposed modification would change the development incentive permitting additional FAR (second bullet above) from an on-menu incentive to an off-menu incentive. The modification solely reflected a change to the regulatory mechanism in which the requested development incentive would be implemented. No changes to the physical design of the Project, including total square footage, were proposed. Specifically, the Project analyzed in the EIR requested a 39-percent increase in permitted FAR, which resulted in a proposed FAR of approximately 3.66:1 averaged across the Project site. These characteristics of the Project would not change with the proposed modification. Therefore, the proposed modification would not result in any changes to the Project's potential impacts on the physical environment as compared to levels analyzed in the EIR. The information in the Errata merely clarified, amplified, or made insignificant changes to the information that has already been presented in the EIR. In addition, the modifications to the EIR were not significant because the EIR was not changed in a way that deprived the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. Thus, the clarifications to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR.

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, 200 Spring Street, Room 750, Los Angeles, CA 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts, which are of the following:

1. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(1))

2. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))

3. The third possible finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the Final EIR.

Potential areas of controversy and issues to be resolved by the City's decisionmakers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. These areas may include on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). In addition, project impacts would be cumulatively considerable with regard to on-site noise during construction, off-site noise during construction (from haul trucks), and construction-related traffic. Issues known to be of concern include, but are not limited to: impacts to historic resources on adjacent properties, aesthetics/design, density, land use consistency and compatibility, and traffic.

NO IMPACT OR LESS THAN SIGNIFICANT IMPACT

The following environmental categories were analyzed in the EIR, and impact levels were analyzed to have either no impact or a less than significant impact on the environment.

Aesthetics/Visual Quality and Views (Construction, Aesthetics/Visual Quality, Views, Regulatory Consistency)
Light, Glare, and Shading (Light and Glare, Shading)
Air Quality (Construction, Operational Impacts, Toxic Air Contaminants, Odors)
Greenhouse Emissions
Cultural Resources (Historic Resources, Archaeological Resources)
Geology and Soils (Seismic Hazards, Groundwater, Soil Stability, Subsidence, Expansive Soils)
Land Use (Land Use Consistency, Land Use Compatibility)
Noise (Operational Noise, Land Use Compatibility)
Public Services – Police Protection (Construction Impacts)
Public Services – Fire Protection (Construction Impacts, Operational Impacts)
Public Services – Parks and Recreation (Construction Impacts, Operational Impacts)
Traffic, Access, and Parking (Construction Impacts, Operational Impacts)
Water (Construction Impacts, Operational Impacts)
Wastewater (Construction Impacts, Operational Impacts)

Aesthetics/Visual Quality and Views

Construction. The Project area on a short-term basis, Project construction activities would not substantially alter or degrade the existing visual character of the Project site, or generate substantial long-term contrast with the visual character of the surrounding area, for the following reasons: (1) views of construction activity would be limited in duration and location; (2) the Project site appearance would be typical of construction sites in urban areas; (3) construction

would occur within an urban setting with a high level of human activity and development; and (4) impacts would be reduced through standard best management practices implemented during the construction period, including the use of construction fencing that would be placed along the periphery of the Project site to screen much of the construction activity from view at the street level.

Aesthetics/Visual Quality. The Project would make a positive contribution to the aesthetic value of the Project site and the surrounding area by replacing a visually unappealing surface parking lot with a new building that incorporates appropriate design elements for the area and enhances the pedestrian experience adjacent to the Project site. The Project would also be compatible with the surrounding visual environment in terms of building height, design, massing, and scale. Although the Project would appear noticeably taller and larger than the structures that are adjacent to the Project site, the Project incorporates design elements including tiered building heights, setbacks, and a high degree of façade articulation that would visually moderate the disparities in height and massing so that the Project would not tower over or otherwise overwhelm adjacent visual resources. The Project would also substantially increase the amount of open space and landscaping on the Project site.

Views. There are no visual resources located on the Project site. Visual resources identified in the Project vicinity include historic and architecturally significant buildings that could appear within the same viewshed as the Project site, the Hollywood Hills, and the Hollywood sign.
Regulatory Consistency. The Project would be consistent with applicable policies from the Community Plan that relate to aesthetics/visual character. The Project would be largely consistent with applicable goals and standards within the Hollywood Redevelopment Plan. The Project would be consistent with the five goals that define "compatibility" and form the basis for the CRA/LA's Urban Design Standards and Guidelines, but would only be partially consistent with the specific design standards set forth therein for the Project site. As previously stated, the Urban Design Standards and Guidelines are currently in draft form and have not been formally adopted. The Project would generally support the applicable Walkability Checklist objectives and implement relevant strategies.

Cumulative Impacts. Similar to the Project, future developments generally would be subject to applicable LAMC requirements, such as height limits, density, and setback requirements, and many would be subject to review by the City to ensure consistency with adopted guidelines and standards that relate to aesthetics and visual quality. Many of the related projects in the area represent infill and/or by-right development that is not expected to be out of scale or character with the existing visual environment. It is not anticipated that future development inclusive of the Project and nearby related projects would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the Project, the views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood sign. However, as previously indicated, the Project would not affect views of the Hollywood Hills or Hollywood sign to a measurable extent. Additionally, given the limited number of related projects that enter the same field of view as the Project site, and the fact that long-range views along north-south roadways such as Las Palmas Avenue would continue to be available, any potential impacts would be limited.

Light, Glare, and Shading

Light and Glare (Construction and Operation). Lighting needed during Project construction has the potential to generate light spillover to off-site sensitive land uses in the Project vicinity, including the residential and hotel uses directly north, west, and east of the Project site.

However, construction activities would occur in accordance with the provisions of LAMC Section 41.40, which limits the hours of construction to between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Therefore, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity during the day and night. All exterior lights, including lights on the rooftop, would be directed towards the interior of the Project site to avoid light spillover onto adjacent sensitive uses. The stepped back transition of the rooftop levels would further ensure that rooftop light is concentrated in the central portion of the building, and would provide space along the building edges to serve as a buffer for rooftop light spillover.

Shading. Shadow-sensitive uses would not be continuously shaded by the Project for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

Cumulative. It is anticipated that construction activities associated with Related Project No. 64 would occur between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, 8:00 A.M. and 6:00 P.M. on Saturday and national holidays, and not at all on Sunday, in accordance with LAMC Section 41.40. Therefore, construction would primarily occur during the day, and the potential for cumulative nighttime light and glare impacts would be less than significant. With regard to daytime glare, as with the Project, any glare associated with construction of Related Project No. 64 would be highly transitory and short term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities.

The area around the Project site is a highly urbanized environment with urban lighting characteristics, exhibiting medium to high ambient nighttime light levels. As such, the Project and Related Project No. 64, both of which are typical land uses for the Project area, would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the medium to high ambient light levels already present. Further, the Project's adherence to applicable guidelines regarding lighting would control the Project's potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable. With regard to glare, multi-family residential uses are consistent and compatible with other development in the area and common for a high density urban environment. Furthermore, it is anticipated that this project and other future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced.

Air Quality

Construction. Air Quality, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Air Quality, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately three months), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of

TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOC content from architectural coatings and solvents. As a result of the Applicant's mandatory compliance with applicable SCAQMD rules and regulations, pursuant to the Regulatory Compliance Measures, construction activities and materials would result in less-than significant impacts with regard to odors.

Operational Impacts. The net overall operational emissions associated with the Project under existing conditions (2013) would be higher than the estimated emissions at Project build-out. This increase is exclusively a function of the change in default CalEEMod emission factors from the buildout year to the existing conditions year (i.e., vehicular fleet mix is cleaner in subsequent years as a result of cleaner newer vehicles). Air quality impacts from Project operational emissions would be less than significant. Operation of the Project would not introduce any major new sources of air pollution within the Project site. An analysis of daily operational on-site emissions of existing conditions without the Project versus with the Project (2013) was also conducted. As with the Project build-out analysis year, on-site operational emissions under existing conditions would not exceed any of the LSTs.

Toxic Air Contaminants. Potential sources of TACs within the Project vicinity were identified using SCAQMD's Facility Information Database (FIND) search and site reconnaissance to identify potential non-permitted air toxic emitting sources (e.g., freeways, diesel trucks idling at warehouse distribution facilities in excess of 100 trucks per day). Based on this screening analysis, no substantial sources of TAC emissions within the Project vicinity were identified, and the location of the Project would be consistent with the recommended siting distances (e.g., no sensitive receptors within 500 feet of a freeway) provided in the CARB and SCAQMD guidance documents. Based on the low incremental increase in the number and long-term (annual average) activity of the on-site TAC sources, the Project would not warrant the need for a refined health risk assessment.

Odors. The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Garbage collection areas for the Project would be contained within the subterranean parking garage, and good housekeeping practices would be sufficient to prevent objectionable odors from garbage collection areas.

Cumulative Impacts. Construction - Construction-related daily emissions at the Project site would not exceed any of the SCAQMD's regional or localized significance thresholds. Construction of the Project would not create a significant impact with regard to localized emissions. The Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant. Construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors.

Operational Impacts. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds during Project build-out or under existing conditions (2013). Neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office uses), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and

transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. Neither the Project nor any of the related projects (which are primarily residential, retail, and office uses) have a high potential to generate odor impacts. Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement BACT to limit potential objectionable odor impacts.

Greenhouse Emissions

The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including:

- Construction: emissions associated with demolition of the existing parking lot, site preparation, excavation, grading, and construction-related equipment and vehicular activity;
- Area Source: emissions associated with outdoor fireplaces, consumer products, and landscape equipment;
- Building operations: emissions associated with space heating and cooling, water heating, and lighting;
- Water: emissions associated with energy used to pump, convey, deliver, and treat water; and
- Solid waste: emissions associated with waste streams (embodied energy of materials).

The GHG emissions from the various Project sources would equal 2,454 metric tons of CO2e per year. The Project would result in a net decrease in GHG emissions that represents an approximate 17.6 percent reduction from BAU. The Project's GHG emissions reduction of 17.6 percent compared to the BAU scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). Therefore, the Project would not have a significant impact on the environment due to its GHG emissions.

Cumulative Impacts. The emissions of GHGs by a single project into the atmosphere is an adverse environmental effect. Implementation of the Project's Regulatory Compliance Measures and Project Design Features, including State mandates, would contribute to GHG reductions. The Project would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's Regulatory Compliance Measures and Project Design Features would advance these objectives. The Project has incorporated sustainability design features in the form of Regulatory Compliance Measures and Project Design Features to reduce VMT and to reduce the Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 17.6 percent reduction in GHG emissions from BAU. The Project's GHG reduction measures make the Project consistent with AB 32. Given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Cultural Resources

Historic Resources. No properties contained within the Project site are considered historical resources under CEQA. Two properties adjacent to the Project site (The Musso & Frank Grill and the commercial building located at 6679-6687 Hollywood Boulevard), and one property located across Hollywood Boulevard (the Shane Building), are considered historical resources as contributors to an historic district. Another property, Cherokee Studios, located directly adjacent to the Project site to the north, is considered both an individual resource and contributor to a historic district. One property located in the vicinity of the Project site (the Alexa Artiste Apartments) is considered an individual historical resource under CEQA.

Archaeological Resources. The results of the archaeological records search indicate there are three archaeological sites (19-002393, 19-003302, 19-003545) located within a 0.5-mile radius of the Project site. There are no archeological sites located within the Project site. Finally, there are no isolates, which are artifacts not associated with an archaeological site, located within a 0.5-mile radius of the Project site or within the Project site. If a unique archaeological resource were to be discovered during construction of the Project, Regulatory Compliance Measure D-1 would require that work in the area cease, and deposits be treated in accordance with federal and state regulatory requirements, including those set forth in California Public Resources Code Section 21083.2. In addition, if human remains were to be discovered during construction of the Project, Regulatory Compliance Measure D-2 would require that work in the immediate vicinity be halted immediately, the construction manager and other entities be notified, and disposition of the human remains and any associated grave goods be conducted in accordance with applicable regulations including Public Resources Code 5097.91 and 5097.98, as amended.

Cumulative Impacts. Project-related impacts associated with historic resources adjacent to the Project site and in the Project vicinity would be less than significant. With regard to potential cumulative impacts related to archaeological and paleontological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of paleontological resources and archaeological resources.

Geology and Soils

Seismic Hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project site, and as such, the potential for surface rupture due to faulting occurring beneath the Project site is considered low. The Project would comply with the current seismic design provisions of the California Building Code to minimize seismic impacts, as reflected in Regulatory Compliance Measure E-1. The California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the LADBS including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval. The Seismic Hazards Maps of the State of California does not classify the Project site as part of a potentially liquefiable area. Based on the relatively

dense, fine-grained nature of the alluvial soils underlying the Project site, the Geotechnical Investigation concluded that the potential for appreciable seismically induced settlements is very low.

Groundwater. According to the California Geological Survey, the historic high groundwater level beneath the Project site is greater than 90 feet below the existing ground surface Groundwater was not encountered during site explorations conducted as part of the Geotechnical Investigation, which excavated to a maximum depth of 70.5 feet beneath the existing ground surface. Grading would consist of excavation of up to approximately 38 feet below the existing ground surface. Therefore, it is not anticipated that Project construction would encounter groundwater.

Soil Stability. Existing fill encountered during site exploration is suitable for re-use as an engineered fill, provided any encountered oversize material (greater than 6 inches) and any encountered deleterious debris are removed pursuant to Project Design Feature E-9. Pursuant to Project Design Features E-1 through E-9, and as part of the Project's site plan review and permitting process, the Project Applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. Through compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to soil stability would be less than significant.

Subsidence. The Project site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the Project site.

Expansive Soils. According to the Geotechnical Investigation, the Project site contains soils that are considered to have a high expansive potential and are classified as "expansive" based on the California Building Code. Pursuant to Project Design Features E-1 through E-9, and as part of the Project's site plan review and permitting process, the Project Applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. These recommendations include measures to mitigate adverse effects from expansive soils. Through compliance with the Regulatory Compliance Measures and site-specific geotechnical recommendations (Project Design Features), the expansive soils would not create substantial risk to life or property, and impacts related to expansive soils would be less than significant.

Cumulative Impacts. Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, cumulative growth in the Project area would expose a greater number of people to seismic hazards. However, as with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code. With adherence to such regulations, Project impacts with regard to geology and soils would not be cumulatively considerable.

Land Use (Land Use Consistency, Land Use Compatibility)

Local Plans. Overall, the project would be consistent with all land use plans including the following: Los Angeles General Plan, Hollywood Community Plan, Los Angeles General Plan Housing Element, the Community Redevelopment Agency Hollywood Redevelopment Plan, the Los Angeles Municipal Code, and the Hollywood Signage Supplemental Use District.

Regional Plans. The Project would be consistent with the applicable goals and principles set forth in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy and the Compass Growth Vision Report. Further, the Project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

Land Use Compatibility. The mix of residential and commercial land uses proposed by the Project would be compatible with and would complement existing and future development in the Project area. In addition, the Project would serve as an appropriate visual transition between the commercial uses lining Hollywood Boulevard and the lower density residential areas to the north of the Project site. The Project would not substantially or adversely change the existing land use relationships between the Project site and existing off-site uses, or have a long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation.

Cumulative Impacts. Related projects would be required to comply with relevant land use policies and regulations. Therefore, as the Project would generally be consistent with applicable land use plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans

Noise

Operational Noise. Implementation of the Regulatory Compliance Measures would ensure that all on-site mechanical equipment would comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. The Project includes a rooftop pool and outdoor open space areas. The rooftop open space decks and pool area would be shielded from off-site receptors on the west, south, and east by a solid parapet wall (at a minimum of approximately 3.5 feet high) and on the north by the residential units at the 5th and 6th levels. The western courtyard at the podium level is located at the interior of the building and would be shielded from the off-site sensitive receptors on the north, east and west by residential units. The northern courtyard at the podium level is located adjacent to receptor R1. The courtyard would be approximately 6 feet above grade level and would be surrounded by a 3.5-foot-tall solid perimeter wall, which would provide acoustical shielding to the adjacent sensitive receptor. amplified program sound system would be designed so as not to exceed a maximum noise level of 75 dBA (Leq) at a distance of 50 feet from the amplified sound system at the pool and rooftop open space decks, thereby ensuring that the amplified program sound would not exceed the significance threshold (i.e., an increase of 5 dBA Leq) at any off-site noise-sensitive receptor. The operation hours for the pool and open deck areas are estimated to be from 7 A.M. to 12 A.M. The estimated noise levels at all off-site locations would not exceed the significance threshold of 5 dBA (Leq) above ambient noise levels.

Operational Vibration. The primary source of Project operation-related vibration would be passenger vehicle circulation within the proposed subterranean parking facility. In addition, Project-related off-site traffic, including auto traffic traveling on roadways in the vicinity of the Project site, would generate similar vibration levels as existing traffic (i.e., auto, bus, and truck). The Project would also include typical commercial-grade stationary mechanical equipment such as condenser units (mounted at the roof level), which would incorporate vibration attenuation mounts (to reduce the vibration transmission to the building). Typically, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, Project operations would not increase the existing vibration levels in the immediate vicinity of the Project site.

Land Use Compatibility. The Project would introduce noise-sensitive uses (i.e., residential uses) to an ambient noise environment of up to 65 dBA CNEL (based on the ambient noise measurement taken at the Project site and adjacent to the Project site. Implementation of the Regulatory Compliance Measures would ensure that necessary noise insulation features are included in the final building design to achieve an interior noise environment that does not exceed 45 dBA CNEL, in accordance with LAMC requirements.

Cumulative Impacts. Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. In addition, with implementation of the Regulatory Compliance Measures and proposed Project Design Features, noise impacts associated with operations within the Project site would be less than significant. The Project and other related development in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Project. Cumulative traffic volumes would result in a maximum increase of 2.6 dBA (CNEL) along Sunset Boulevard, east of Cahuenga Boulevard, which would be below the more stringent 3 dBA significance threshold. The contribution from the Project to cumulative traffic noise at this roadway segment would be less than 0.1 dBA (CNEL). At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Therefore, the Project would not result in cumulatively considerable noise impacts due to off-site mobile noise sources. With respect to operational vibration, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. The nearest related project is approximately 240 feet from the Project. Therefore, due to the rapid attenuation characteristics of groundborne vibration, the Project would not result in cumulatively considerable operational vibration impacts.

Public Services – Police Protection

Construction Impacts. The Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project site during construction. With implementation of these security measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Cumulative Impacts. Each related project would be subject to the City of Los Angeles' routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. In addition, over time, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and cumulative impacts on police protection services would be less than significant.

Public Services – Fire Protection

Construction Impacts. Construction of the Project could require temporary lane closures along the Project site's Las Palmas Avenue and Cherokee Avenue frontages to construct roadway/access improvements, utility connections, and drainage facilities. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of materials by construction trucks, and construction worker traffic. As such, construction activities could increase response times for emergency vehicles due to travel time delays caused by traffic. However, the construction-related traffic generated by the Project

would not significantly impact emergency vehicle response times within the Project vicinity, including along City-designated disaster route along Highland Avenue, since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Another potential concern during construction involves the potential for accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. Compliance with all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials (including flammable materials), would effectively reduce the potential for Project construction activities to expose people to the risk of fire or explosion related to hazardous materials.

Operational Impacts. The Project would comply with regulatory requirements related to fire protection, which would require the Project Applicant to submit a plot plan for approval by the LAFD prior to the issuance of a building permit pursuant to Regulatory Compliance Measure H.2-2. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided. Fire Station No. 27 is located approximately one mile away and is equipped with three engines, one truck, and two ambulances. The Project falls within the LAFD's maximum prescribed response distances. Emergency vehicles would access the Project site directly from Las Palmas and Cherokee Avenues. Project-related traffic would have the potential to increase emergency vehicle response times to the Project site and surrounding properties due to travel time delays caused by traffic. However, the Project would not result in significant impacts to Project area intersections, including intersections along the City-designated disaster route along Highland Avenue, based on LADOT criteria. Furthermore, as previously discussed, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. On-site fire water lines and hydrants would be constructed as necessary to comply with applicable City requirements regarding fire flows and to provide fire flow service to the Project. LADWP has indicated that existing water pressure is sufficient to serve the fire flow needs of the Project, and no upgrades to off-site facilities are necessary to meet the required fire flow.

Cumulative Impacts. The Project site is located within an urban area. Each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. In addition, each related project would also be subject to the City of Los Angeles' routine construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire life safety, as well as coordinating with LADWP to ensure that local fire flow infrastructure meets current code standards for the type and intensity of land uses involved.

Public Services – Schools

The Project would directly generate students through the construction of 224 new multi-family residential uses. Commercial uses could indirectly generate students. Using the applicable LAUSD student generation rates for the Project's land uses, the Project's residential and non-residential components would generate approximately 160 new students consisting of 92 elementary school students, 22 middle school students, and 46 high school students. Based on existing enrollment and capacity data from LAUSD, Bancroft Middle School and Hollywood Senior High School would have adequate capacity to accommodate the new students generated by the Project under existing conditions. Selma Avenue Elementary School would not have adequate existing capacity to serve the Project under existing conditions. However, with regard to projected future capacity during the 2016–2017 academic year (the closest year to the Project build-out year for which projected enrollment and capacity data are available), each of the schools serving the Project site would have adequate existing capacity to serve the Project.

Cumulative Impacts. The Project in combination with the 61 related projects would have the potential to generate a cumulative total of 797 elementary school students, 821 middle school students, and 2,187 high school students. This degree of cumulative growth would increase the demand for LAUSD services in the Project area. However, the Project would comprise a very small percentage (i.e., approximately 4.0 percent) of the total estimated cumulative growth in students. Furthermore, as with the Project, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered full and complete mitigation of school impacts generated by the related projects.

Public Services – Libraries

Construction Impacts. Construction of the Project would result in a temporary increase of construction workers on the Project site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of Project construction.

Operational Impacts. With the addition of Project residents, the Hollywood Regional Branch Library would continue to meet the library sizing standards recommended in the 2007 Branch Facilities Plan under existing and future conditions. Thus, impacts on library facilities during Project operation would be less than significant, and no mitigation measures are required.

Public Services – Parks and Recreation

Construction Impacts. Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area.

Operational Impacts. The Project would provide approximately 23,965 square feet of usable open space, as defined by Section 12.21G of the LAMC, including approximately 20,065 square feet of common open space and approximately 3,900 square feet of private open space. Due to the amount, variety, and availability of the Project's proposed open space and recreational amenities, it is anticipated that Project residents would primarily utilize on-site open space to meet their recreational needs. Furthermore, the Project would meet the applicable requirements set forth in Section 12.21 and Section 17.12 of the LAMC pursuant to Regulatory Compliance Measure H.5-1. However, the Project would meet some but not all of the parkland provision goals set forth in the Public Recreation Plan. As previously indicated, these are Citywide goals and are not intended to be requirements for individual development projects. Implementation of Regulatory Compliance Measure H.5-1 would ensure that the intent of the Public Recreation Plan's parkland standards would be met through compliance with State law as enforced through applicable LAMC requirements related to the provision and/or funding of parks and recreational spaces. Such requirements include the provision of on-site open space, payment of the Dwelling Unit Construction Tax, and, in the event that the Project requires approval of a Tentative Tract Map to construct condominium units, compliance with the City's Quimby Ordinance requirements through the dedication of parkland, payment of in-lieu fees, or provision of on-site recreational amenities and open space areas, or through a combination of these methods. Therefore, impacts to parks and recreational facilities would be less than significant.

Cumulative Impacts. While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents, the Project would not meet all of the parkland provision goals set forth in the Public Recreation Plan. Development of the related projects would exacerbate the Community Plan Area's deficiency in parkland per the Public Recreation Plan's standards, with the exception of the Hollywood Central Park related project, which would make a substantial positive contribution toward meeting these goals. However, it is still uncertain whether this will be approved. The related projects would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the DRP. Future development projects would also be required to comply with the park and recreation requirements of Sections 12.21, 17.12, and 21.10.3(a)(1) of the LAMC, as applicable. As such, cumulative impacts to parks and recreational facilities would be less than significant.

Traffic, Access, and Parking

Construction Impacts. The Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project site during construction. Implementation of these security measures would reduce the potential impacts associated with theft and vandalism during construction activities. Implementation of the project design features, including the construction management plan, the Project would not cause a substantial increase in emergency response times as a result of increased traffic congestion.

Operational Impacts.

Existing Plus Conditions

The following intersections would continue to operate at LOS E or LOS F during the A.M. and/or P.M. hours under Existing Plus Project Conditions (2012):

- Highland Avenue and Franklin Avenue (LOS F)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F)
- La Brea Avenue and Hollywood Boulevard (LOS F)
- Highland Avenue and Hollywood Boulevard (LOS E)
- Highland Avenue and Sunset Boulevard (LOS E—A.M. only)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during Existing Plus Project Conditions would be less than significant, and no mitigation is required.

2015 Future Plus Project Conditions

The following intersections would operate at LOS E or LOS F during the A.M. and/or P.M. peak hours under Future Plus Project Conditions:

- Highland Avenue and Franklin Avenue (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Franklin Avenue (LOS E—A.M.; LOS F—P.M.)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F—A.M./P.M.)
- La Brea Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Highland Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Hollywood Boulevard (LOS E—A.M./P.M.)
- Highland Avenue and Sunset Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Sunset Boulevard (LOS F—A.M./P.M.)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during 2015 Future Plus Project Conditions would be less than significant, and no mitigation is required.

2017 Future Plus Project Conditions

Due to the amount of time that has passed, the Project buildout year is now anticipated to occur in 2016 or 2017. Thus, an evaluation of future plus Project impacts under the year 2017 was conducted. As is the case under future plus Project conditions for the year 2015 set forth above, the following intersections would operate at LOS E or LOS F during the A.M. and/or P.M. peak hours under Future Plus Project Conditions (2017)::

- Highland Avenue and Franklin Avenue (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Franklin Avenue (LOS E—A.M./P.M.)
- Highland Avenue and Franklin Avenue/ Franklin Place (LOS F—A.M./P.M.)
- La Brea Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Highland Avenue and Hollywood Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Hollywood Boulevard (LOS E—A.M./P.M.)
- Highland Avenue and Sunset Boulevard (LOS F—A.M./P.M.)
- Cahuenga Boulevard and Sunset Boulevard (LOS E—A.M.)

The Project would result in minor increases in the V/C ratios at the study intersections. Project impacts during 2017 Future Plus Project Conditions would be less than significant, and no mitigation is required.

Regional Transportation Systems (Freeway Impacts).

The Project is expected to generate approximately 101 trips in the morning peak hour and approximately 122 trips in the afternoon peak hour. According to the Project trip distribution, there would be fewer than 150 A.M. or P.M. peak-hour trips distributed to the freeways in the Project Area. Therefore, the Project's impacts on CMP freeway facilities would be less than significant, and no mitigation is required. There would be a nominal number of Project trips traveling past the monitoring stations at Santa Monica Boulevard and Highland Avenue, and Santa Monica Boulevard and Western Avenue. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday A.M. and P.M. peak hours. Therefore, the Project's impacts on CMP arterial monitoring stations would be less than significant, and no mitigation is required. Although the Project would incrementally affect traffic volumes on the street segments during both Existing and Future Plus Project Conditions, with the application of the threshold criteria, the Project is not anticipated to significantly impact either of the analyzed street segments.

For other segments in the vicinity, Project traffic is expected to be less than the minimum 120 ADT threshold and would, therefore, not present a significant intrusion on the neighborhood. Therefore, impacts with respect to neighborhood intrusion would be less than significant, and no mitigation is required. The intersections nearest the proposed access points are Las Palmas Avenue and Hollywood Boulevard and Cherokee Avenue and Hollywood Boulevard. Further, these intersections are projected to operate at LOS A and LOS B during the A.M. and P.M. peak hours under Future With Project Conditions. Therefore, Project impacts with regard to access and circulation would be less than significant, and no mitigation is required.

The Project area is well served by numerous established transit routes. With approximately 45 available bus trips per hour in the morning and afternoon, and six Metro Redline trips per hour in each direction, the existing transit service in the Project vicinity would be capable of adequately accommodating the Project's 25 A.M. and 30 P.M. transit trips (less than 1 person trip per available bus/rail route). Thus, based on the calculated number of generated transit trips and available transit capacity, impacts on existing and future transit services in the Project vicinity would be less than significant, and no mitigation is required. The Project would exceed the

applicable parking requirements of the LAMC. As such, impacts related to parking would be less than significant and no mitigation is required.

Based on a review of the proposed site plan, the proposed driveways would provide adequate depth and storage to allow vehicle circulation without impeding or disrupting traffic flow on local or arterial streets, and would meet LADOT's driveway width requirements. The proposed driveways are in approximately the same locations as existing driveways, and new driveway cuts are not expected to create pedestrian, vehicular, or bicycle conflicts on either Las Palmas Avenue or Cherokee Avenue.

The Project provides pedestrian access from the parking garages to/from the developed sidewalks, and would not disrupt pedestrian flow with obstructions. The Project also would not disrupt bicycle flow along Las Palmas Avenue or Cherokee Avenue, or along Hollywood Boulevard, which is identified as a designated Bicycle Lane in the City's 2010 Bicycle Plan. Furthermore, pursuant to Regulatory Compliance Measure I-1, the Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles. Impacts related to bicycle, pedestrians, and vehicular safety would be less than significant, and no mitigation is required.

Cumulative Impacts:

Construction. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. The Project's construction management plan would take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the immediate Project vicinity. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related project to overlap, particularly with respect to Related Project No. 64 located at 1763 North Las Palmas Avenue, Related Project No. 33 located at 6757 West Hollywood Boulevard, and Related Project No. 20 located at 6608 West Hollywood Boulevard. Specifically, the potential exists for Related Project No. 64 and the Project to use Las Palmas Avenue as part of their respective haul routes at the same time. Because Las Palmas Avenue is a local residential street, cumulative impacts are concluded to be significant.

Operational Impacts. Cumulative impacts on intersections, the regional transportation (freeway) system, neighborhood intrusion, and access as a result of the Project are accounted for in the analysis, which concludes that impacts would be less than significant.

With regard to public transit, similar to the Project, the related projects would generate an overall increase in transit riders. This effect is a positive impact and is consistent with City land use and transportation policies to reduce traffic. The anticipated increased transit ridership associated with the Project and related projects is not expected to exceed the capacity of transit systems.

With regard to parking and bicycle, pedestrian, and vehicular safety, it is anticipated that future related projects would be subject to City review to ensure that adequate parking and access/circulation would be maintained in the vicinity of the Project site. Project impacts with regard to parking and bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.

Water

Construction Impacts. Project construction activities would require minimal water demand and are not anticipated to have a substantial adverse impact on available water supplies or infrastructure. In addition, off-site construction impacts would be temporary in nature and would not result in a substantial inconvenience to motorists or pedestrians.

Operational Impacts:

Water Supply. It is estimated that the Project would have an average daily domestic water demand of approximately 27,114 gpd, which corresponds with a peak demand of approximately 81,342 gpd, all of which would represent a net increase in water consumption at the Project site, as the Project site currently consumes a negligible amount of water associated with the sparse perimeter landscaping. The City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) requires newly constructed low-rise residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20-percent reduction in baseline water use. Accordingly, the Project would incorporate sustainability features such as efficient plumbing features, updated landscaping, modern irrigation, and efficient appliances that would reduce the Project's net increase in water demand by at least 20 percent. The Project's estimated net increase in water demand of approximately 30.37 AFY would comprise approximately 0.0047 percent, 0.0045 percent, and 0.0045 percent, respectively, of the projected water demand for the City in 2017 during an average year, single-dry year, and multiple-dry year period. Therefore, the Project would be well within LADWP's current and projected available water supplies for normal, single-dry, and multiple-dry years. As such, LADWP would be able to meet the water demand for the Project as well as existing and planned water demands of its future service area.

Water Infrastructure. Water service to the Project site would continue to be supplied by LADWP for domestic and fire protection uses. Fire flow to the Project would be required to meet City of Los Angeles fire flow requirements. The Project falls within the High Density Residential and Neighborhood Commercial category, which has a required fire flow of 4,000 gpm from four adjacent fire hydrants flowing simultaneously. Additionally, hydrants must be spaced to provide adequate coverage of the building exterior and must deliver a minimum pressure of 20 psi at full flow. However, the LAFD has established a fire flow requirement for the Project of 6,000 to 9,000 gpm from four to six fire hydrants flowing simultaneously. Pressure flow reports were obtained from LADWP to ensure that existing water pressure is sufficient to serve the fire flow needs of the Project. The LADWP reports indicate that the water main in Cherokee Avenue provides a flow of 5,000 gpm at 32 psi and the water main in Las Palmas Avenue provides a flow of 2,350 gpm at 25 psi. The combined flow is in excess of 7,000 gpm at a pressure of 25 psi, which falls within the required fire flow range of 6,000 to 9,000 gpm at 20 psi. Therefore, the existing LADWP water infrastructure has adequate capacity to serve the Project's fire flow demand as well as its domestic water demand. The Project would provide new metered service connections as needed to connect to the existing water mainlines adjacent to the Project site. Project-related infrastructure would be designed and installed to meet all applicable City requirements. No upgrades to the main lines that serve the Project site would be required, as they would have capacity to serve the Project's water demand. The Project would not exceed the available capacity within the distribution infrastructure that would serve the Project site.

Cumulative Impacts:

Water Supply. The related projects would generate a total average water demand of approximately 2,540,870 gpd, or 2,848 AFY. The Project in conjunction with the related projects would yield a cumulative average water demand of approximately 2,567,984 gpd or 2,878 AFY. Based on LADWP's 2010 UWMP water demand projections through 2035, the water demand

for the City in 2017 (Project buildout) during average year hydrological conditions is expected to reach approximately 629,680 acre-feet (an approximate 6.5 percent increase from the estimated demand in 2013). As concluded in LADWP's 2010 UWMP, projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2017). The estimated annual cumulative water demand of approximately 2,878 AFY would represent approximately 0.47 percent, 0.45 percent, and 0.45 percent, respectively, of the projected water demand for the City in 2017 during an average year, single-dry year, and multiple-dry year period. Thus, the total annual cumulative water demand of approximately 2,878 acre-feet associated with the Project and the related projects would be within the current and projected available water demand of the LADWP's 2010 UWMP.

Water Infrastructure. New development projects would be subject to LADWP review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Furthermore, LADWP, Los Angeles Department of Public Works, and the Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Wastewater

Construction Impacts. Construction activities for the Project would result in a temporary increase in wastewater generation as a result of on-site construction workers. Wastewater generation would occur incrementally throughout construction of the Project (i.e., up to 2017). However, such use would be temporary and nominal when compared with the wastewater generated by the Project. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. Wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. For these same reasons, construction of the Project is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan.

Operational Impacts:

Wastewater Generation. Development of the Project would result in a net increase in wastewater flows from the Project site. It is estimated that the Project would generate an average daily wastewater flow of approximately 23,955 gallons per day (gpd).

Wastewater Treatment. Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plan. The Hyperion Treatment Plant has a capacity of 450 mgd and current wastewater flow levels are at 362 mgd. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 88 mgd. The Project would generate a wastewater flow of approximately 23,955 gallons per day, or approximately 0.024 mgd. The Project's increase in average daily wastewater flow of 0.024 mgd would represent approximately 0.027 percent of the current 88 mgd remaining available capacity of the Hyperion Treatment Plant. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant and a less than significant impact would occur.

Wastewater Infrastructure. Based on the current approximate flow levels and design capacities in the sewer system, and the Project's estimated wastewater flow, the City determined that the existing sanitary sewer lines on Cherokee Avenue and Las Palmas Avenue would have an adequate capacity to accommodate the additional infrastructure demand created by the Project. No upgrades to existing sewer mains in Las Palmas Avenue or Cherokee Avenue would be required. Therefore, the Project would not cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained.

Cumulative Impacts:

Wastewater Generation. Forecasted growth from known related projects in areas that are tributary to the City sewers serving the Project site would generate an average daily wastewater flow of approximately 2,253,374 gpd or approximately 2.25 mgd. Combined with the Project's average daily wastewater flow of 23,955 gpd (0.024 mgd), this equates to a cumulative increase in average daily wastewater flow of approximately 2,277,329 gpd, or 2.28 mgd.

Wastewater Treatment. The Project combined with the specific related projects and the forecasted 2017 wastewater flow of 500 mgd for the Hyperion Service Area would result in a total cumulative wastewater flow of approximately 502.3 mgd. Based on the existing and future capacity of the Hyperion Service Area of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative 2017 wastewater flows of approximately 502.3 mgd.

Wastewater Infrastructure. New development projects occurring in the Project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. In addition, new development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, similar to the Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION MEASURES

The following categories were analyzed in the EIR, and impact levels were analyzed to have a less than significant impact with mitigation measures that correspond to its category.

Cultural Resources (Paleontological Resources;
Geology and Soils (Expansive Soils);
Public Services (Police Protection);
Public Services (Libraries);
Traffic, Access and Parking (Cumulative Impacts);

Cultural Resources

Paleontological Resources. Paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project site are unlikely to discover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. The proposed subterranean parking garage would extend to a depth of approximately 35 feet below the existing ground

surface. Therefore, if paleontological resources are encountered during excavation and grading activities, Mitigation Measure D-3 would be implemented to ensure all work would cease in that area. Any discovery of paleontological resources would be treated in accordance with City of Los Angeles guidelines for the identification, evaluation, disclosure, avoidance or recovery, and curation of resources, as appropriate.

MM D.1 If any paleontological materials are encountered during ground-disturbing activities for construction of the project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Geology and Soils

Expansive Soils. According to the Geotechnical Investigation, the Project site contains soils that are considered to have a high expansive potential and are classified as "expansive" based on the California Building Code. The project applicant would be required to prepare and implement a final, site-specific geotechnical report that incorporates the recommendations of the Geotechnical Investigation. These recommendations include measures to mitigate adverse effects from expansive soils. Through compliance with the Regulatory Compliance Measures and site-specific geotechnical recommendations (Project Design Features), the expansive soils would not create substantial risk to life or property, and impacts related to expansive soils would be less than significant. No mitigation measures are required. The Geotechnical Investigation also evaluated the corrosion potential of soils underlying the Project site. Based on tests performed on representative soil samples, the soils underlying the Project site are considered "highly corrosive," which could adversely affect buried ferrous metals (e.g., pipes) on-site if additional precautions are not implemented. Therefore, impacts with regard to corrosive soils would be potentially significant, and mitigation measures are required.

MM E.1 If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

Public Services – Police Protection

Operational Impacts. The Project site is also within close proximity to Hollywood Boulevard, which contains numerous bars and nightclubs that create high levels of nighttime activity and require continued police presence. Pursuant to Project Design Feature H.1-2, the Project would include keycard entry for residential parking areas within the proposed parking structure. The Project would also include appropriate lighting to ensure security and prevent concealed spaces. The LAPD has stated that the Project would have the potential to result in a substantial impact on police services. Therefore, the Project could generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project site. Impacts to police protection services would be potentially significant, and mitigation is required.

MM H.1-1 Prior to the issuance of a building permit, the project applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

MM H.1-2 Prior to the issuance of a certificate of occupancy, the project applicant shall submit a diagram of the project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

The following environmental impacts were analyzed to have a potentially significant impact. Mitigation measures were identified to mitigate impacts, however, the impacts would remain significant even after implementation of these measures.

Public Services - Libraries

Cumulative Impacts. The cumulative future service population of 95,707 persons would warrant the addition of a new branch library pursuant to the library sizing standards recommended in the 2007 Branch Facilities Plan. Therefore, cumulative impacts on libraries would be potentially significant. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution to a significant cumulative impact is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The LAPL has recommended a mitigation fee of $200 per capita based upon the projected population of the Project. According to the LAPL, the funds would be applied towards staff, books, computers, and other library materials. With payment of this fee, the Project's contribution to cumulative impacts on library services would not be cumulatively considerable.

MM H.4-1: The Project Applicant shall pay a mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

Traffic, Access, and Parking

Cumulative Impacts.

Construction. The City's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. The Project's construction management plan would take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the immediate Project vicinity. Nonetheless, the potential exists for the construction-related activities and/or haul routes of the Project and the related project to overlap, particularly with respect to Related Project No. 64 located at 1763 North Las Palmas Avenue, Related Project No. 33 located at 6757 West Hollywood Boulevard, and Related Project No. 20 located at 6608 West Hollywood Boulevard. Specifically, the potential exists for Related Project No. 64 and the Project to use Las Palmas Avenue as part of their respective haul routes at the same time. Because Las Palmas Avenue is a local residential street, cumulative impacts are concluded to be significant.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following category was analyzed in the EIR, and impact levels were analyzed to have significant and unavoidable impact.

Noise (Construction, Construction Vibration, Cumulative Impacts);

Noise

Construction Noise. Estimated construction noise levels at the nearest off-site receptors would exceed the significance threshold with an increase of 17 dBA at receptor R4 up to an increase of 32 dBA at receptor R1. Therefore, noise impacts associated with the Project's on-site construction activities would be significant without mitigation measures.

MM G.1 A temporary and impermeable sound barrier shall be erected in the following locations:

- Along the northern property line of the project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
- Along the western property line of the project site between the construction area and apartment building on the west side of Las Palmas Avenue (west of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
- Along the eastern property line of the project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction

MM G.2 Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

MM G.3 Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

Construction Vibration. The Project would generate ground-borne construction vibration during demolition of the existing surface parking lot and grading/excavation activities, when heavy construction equipment, such as large bulldozers, would be used. In accordance with the Project Design Features, Project construction would not use impact pile driving methods. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the Project would range from 0.003 to 0.089 PPV at 25 feet distance from the equipment. The estimated vibration velocity levels (from all construction equipment) would be well below the significance thresholds of 0.2 PPV (applicable to the single-story retail building east of the Project site) and 0.5 PPV (applicable to the multi-story buildings west of the Project site). The multi-story and single-story buildings north and south of the Project site were constructed in the 1910s–1930s and may be considered to be susceptible to vibration damage. Estimated vibration levels from construction equipment would exceed the significance threshold of 0.12 PPV except when a small bulldozer is used.

MM G.4 The project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the project site as follows:

a) Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;

b) Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;

c) Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and

d) Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the project site) during the installation of piles within 25 feet of the building structures, to ensure that the project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

An analysis of potential construction vibration impacts associated with human annoyance was also conducted. The estimated ground-borne vibration levels from construction equipment would be below the significance threshold for human annoyance at receptors R3 and R4. However, the estimated vibration levels at receptors R1 and R2 would be above the 72 VdB significance thresholds. Therefore, short-term vibration impacts associated with human annoyance during the construction period would be significant. Haul trucks during construction would generate ground-borne vibration as they travel along the Project's haul routes. Thus, an analysis of potential vibration impacts associated with building damage and human annoyance from ground-borne vibration along the local haul route was conducted. Based on FTA data, the vibration generated by a typical truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's haul routes that are approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV. Specifically, the sensitive receptors (residential uses) along Las Palmas Avenue (receptor R2) and Cherokee Avenue (receptor R4) would be approximately 20 feet and 125 feet from the haul trucks, respectively. The vibration levels generated by the haul trucks at 20 feet and 125 feet distance would be 74 VdB and 51 VdB, respectively. The estimated vibration generated by the haul trucks along the haul routes would be well below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. However, the estimated vibration level generated by haul trucks along Las Palmas Avenue would exceed the human annoyance significance threshold of 72 VdB.

MM G.5 The number of project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

Cumulative Impacts. Project-related construction noise would have a minimal contribution to the cumulative construction noise impacts at all of the related projects that are located at least 500 feet from the Project site due to attenuation provided by distance and intervening development between the construction sites. However, the Project could combine with Related Project No. 33 and Related Project No. 64 to result in cumulative construction.

Alternatives

Alternative 1 – No Project Alternative

In accordance with the CEQA Guidelines, the No project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the No project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of the alternatives analysis, Alternative 1, the No project Alternative, assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the project site would remain as they are today. The project site would continue to operate as a surface parking lot and no new construction would occur. Off-site construction haul trucks would have a potential to result in cumulative impacts if the haul trucks for the Related Projects and Project utilize the same haul routes. The timing of construction activities for these related projects cannot be defined, and any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Nonetheless, the ambient noise levels along the main haul routes, Highland Avenue and Cahuenga Boulevard, are 8 to 9 dBA greater than the estimated noise levels from the Project haul trucks; therefore, cumulative impacts from haul trucks would be less than significant. However, if the haul trucks from the Related Project No. 64 and the Project utilize the same haul route (e.g., Las Palmas Avenue) and have simultaneous hauling (same hours), significant cumulative construction noise and vibration impacts could occur for the residences along Las Palmas Avenue. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance). The nearest related project is approximately 240 feet from the Project. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to ground-borne vibration from on-site sources.

Alternative 2 – Development in Accordance with Existing Plans

The Development in Accordance with Existing Plans Alternative (Alternative 2) represents the maximum number of residential units that could be developed on the project site pursuant to the existing zoning designations on each of the project site's four parcels, without utilizing a density bonus or incentives under LAMC Section 12.22.A.25 (SB 1818). Under Alternative 2, the proposed commercial use would be eliminated and the number of new dwelling units would be reduced to a total of 116 residential dwelling units. The area allocated to the ground-floor commercial space would instead be developed as a residential lobby. As with the project, the residential units could consist of either condominium or apartment units. Floor area associated with other non-residential uses including ancillary spaces (e.g., corridors) and recreational spaces would also be reduced proportionately. As shown therein, Alternative 2 would consist of approximately 97,057 sf of new floor area, resulting in a reduction of 72,474 sf of floor area when compared with the project.

Alternative 3 – Hotel Alternative

The Hotel Alternative (Alternative 3) provides an alternative mix of land uses for the project site in which the proposed building includes hotel and residential uses. Specifically, Alternative 3 would include 104 hotel guest rooms and 105 multi-family residential units. The residential units would consist of 90 studio apartments and 15 two- to three-bedroom apartments. At least 11 percent of the residential units would be set aside as affordable housing, making Alternative 3 eligible for a density bonus and two on-menu incentives under LAMC Section 12.22.A.25 (SB 1818). It is anticipated that Alternative 3 would request the same development incentives as the project (which include on-menu and off-menu incentives related to FAR and density averaging,

additional FAR, increased height, and reduced setbacks), and would utilize Parking Option 1. Alternative 3 would also require a Conditional Use Permit (CUP) for the development of a hotel within 500 feet of a Residential (R) Zone. In addition to the hotel and residential units, Alternative 3 would include ground-level restaurant and retail areas, hotel and residential lobbies, and a hotel conference center. Alternative 3 would consist of approximately 165,295 sf of new floor area, a reduction of 4,236 sf when compared with the project.

Alternative 4 – Retail/Restaurant Alternative

The Retail/Restaurant Alternative (Alternative 4) provides an alternative mix of land uses for the project site in which the proposed building includes multi-family residential uses along with approximately 8,300 sf of ground-floor retail and/or restaurant uses. Specifically, Alternative 4 would include 211 multi-family residential units and a retail/restaurant space along each of the Las Palmas Avenue and Cherokee Avenue frontages. As with the project, the residential units could consist of either condominium or apartment units. At least 11 percent of the residential units would be set aside as affordable housing, making Alternative 4 eligible for a density bonus and two on-menu incentives under LAMC Section 12.22.A.25 (SB 1818). It is anticipated that Alternative 4 would request the same development incentives as the project (which include on-menu and off-menu incentives related to FAR and density averaging, additional FAR, increased eight, and reduced setbacks), and would utilize Parking Option 1. In addition to the residential and retail/restaurant uses, Alternative 4 would also include a street-level residential lobby/leasing area, open space at the podium and rooftop levels, and a gym. Alternative 4 would consist of approximately 142,889 sf of new floor area, or a reduction of 26,642 sf when compared with the project.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Alternative 1 would avoid all of the project's significant environmental impacts, including impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance).

Alternative 1 would also reduce all of the project's less-than-significant impacts. However, Alternative 1 would not meet the project's underlying purpose to create a high quality mixed-use development that provides new housing opportunities that accommodate a range of income needs, as well as ample recreational and service amenities for project residents, within the Regional Center Commercial designation and in proximity to public transportation facilities, and would meet only one of the project's objectives. Furthermore, as stated above, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No project Alternative.

In accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 2 would reduce the greatest number of project impacts and have the fewest significant and unavoidable impacts. On this basis, Alternative 2 is considered the Environmentally Superior Alternative. Alternative 2 would reduce but would not avoid the project's significant environmental impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). Additionally, this Alternative would reduce many of the project's less-than-significant impacts, including impacts associated with aesthetics/visual character; shading; operational air emissions; greenhouse gas emissions; cultural resources; geology and soils; operational noise;

public services; traffic; and utilities and service systems. All other impacts would be similar under this Alternative when compared with the project, with the exception of impacts related to land use consistency, which would be less than significant but greater under this Alternative due to the elimination of the affordable housing component, which would not support policies related to developing affordable housing and concentrating housing density near jobs and transit. Furthermore, unlike Alternatives 3 and 4, Alternative 2 would not result in new significant impacts to intersection capacity (which could be mitigated to a less-than-significant level under Alternative 3 but would be significant and unavoidable under Alternative 4). However, it should be noted that Alternative 2 would not meet the project's underlying purpose, and would not meet or would only partially meet most of the objectives that support the project's underlying purpose.

Statement of Overriding Considerations

The implementation of the proposed project may have significant and adverse effects on the environment as described in Section 1.6 above, specifically impacts related to construction and regional operational air quality, construction noise and transportation and traffic. No further changes or alterations in the project to avoid or substantially lessen these significant environmental effects are feasible (i.e., no feasible mitigation measures or alternatives to the proposed project have been identified which would reduce the impacts listed above to less than significant levels).

In accordance with State CEQA Guidelines Section 15093(a), CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks. If the specific economic, legal, social, technological or other benefits of a proposal outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable". Project benefits are defined as those improvements or gains to the community that would not occur in the absence of the proposed project. The Guidelines require the lead agency to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.

The Advisory Agency made the finding that the following substantial benefits will occur as a result of approval of the proposed project:

1. Implementation of the project will create new housing units to help meet demand for new housing in Southern California, and in particular in the Hollywood Area. The development would be consistent with the goals set out by SCAG for addressing regional housing needs through the development of infill sites.
2. Implementation of the project will provide affordable housing to the Hollywood area to address the City's affordable housing crisis.
3. Implementation of the project will revitalize an underutilized site by removing surface parking with a new mixed use development that will provide parking within the development.
4. Implementation of the project will create a sustainable development consistent with the principles of smart growth such as sustainable design features, mixed use for efficient land use, infill development, proximity to transit, and walkability.
5. Implementation of the project will provide an appropriate land use at an appropriate scale so as to serve as a buffer area between the active Hollywood Boulevard commercial corridor and the residential neighborhoods to the north of the project site.

The Advisory Agency made the finding that approval of the proposed project could result in significant unavoidable impacts related to noise (construction and vibration), but that these effects are outweighed by each of the benefits of the proposed project as listed in the preceding section, independent of each other.

Finding. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

MITIGATION MONITORING PROGRAM (MMP)

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Los Angeles Department of City Planning is the Lead Agency for the Target at Sunset and Western Project.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the project. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures identified for the project. The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored;
    - Pre-Construction, including the design phase
    - Construction
    - Occupancy (post-construction)
- Enforcement Agency, the agency with the authority to enforce the mitigation measure; and
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

A.1 Aesthetics/Visual Quality and Views

(1) Project Design Features

Project Design Feature A.1-1: Temporary construction fencing shall be placed along the periphery of the Project site to screen construction activity from view at the street level.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature A.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

(2) Mitigation Measures

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

A.2 Light, Glare, and Shading

(1) Project Design Features

Project Design Feature A.2-1: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report submitted by Project contractor.

Project Design Feature A.2-2: Glass used in building façades shall be antireflective or treated with an anti-reflective coating in order to minimize glare.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, at plan check; Once, prior to issuance of Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of Certificate of Occupancy (Construction)

Project Design Feature A.2-3: Outdoor lighting shall be designed and installed with shielding and directed towards the interior of the Project site so that the light source does not project directly upon any adjacent property.

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

- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of a Certificate of Occupancy (Construction) (2) Mitigation Measures No mitigation measures are identified in the EIR for this environmental issue.

B. Air Quality

(1) Project Design Features

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

(2) Mitigation Measures

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

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature C-1: Hearths (woodstove and fireplaces) shall not be installed in the Project residences.

- Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy
- Action(s) Indicating Compliance: Plan approval (Preconstruction); issuance of a Certificate of Occupancy (Construction)

(2) Mitigation Measures

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

D. Cultural Resources

(1) Project Design Features

Project Design Feature D-1: The Project shall implement a shoring plan during construction to prevent adverse impacts to adjacent historic resources from underground excavation, including settlement due to the removal of adjacent soil, and general construction procedures.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, at plan check; Periodic field inspections during excavation
- Action(s) Indicating Compliance: Approval of shoring plan by City of Los Angeles Department of Building and Safety (Preconstruction); Field inspection sign-off and quarterly compliance report submitted by Project contractor (Construction)

(2) Mitigation Measures

Mitigation Measure D-1: If any paleontological materials are encountered during ground-disturbing activities for construction of the Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

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

E. Geology and Soils

(1) Project Design Features

Project Design Feature E-1: A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the Geotechnical Investigation, Las Palmas Ventures Multi-Family Residential Development, 1718 North Las Palmas Avenue & 1717– 1725 North Cherokee Avenue, Los Angeles, California, Tract: Hollywood Ocean View, Lots: 5; North 50' of 1, 2, 3 & 4; South 58.5' of 20, prepared by Geocon West, Inc., January 4, 2013, including, but not limited to the requirements set forth in Project Design Features E-2 through E-9.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, at plan check prior to issuance of building permit; Periodic field inspections during construction
- Action(s) Indicating Compliance: Issuance of building permit (Pre-construction); Field inspection sign-off (Construction)

Project Design Feature E-2: The proposed structure shall be supported on a reinforced concrete mat foundation system bearing in the undisturbed alluvial soils at or below a depth of 25 feet below the existing ground surface.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-3: Foundations for small outlying structures, such as block walls less than 6 feet high, planter walls, or trash enclosures, which will not be structurally supported by the proposed building, shall be supported on conventional foundations bearing on a minimum of 12 inches of newly placed engineered fill. If excavation and proper compaction cannot be performed, foundations shall derive support directly in the undisturbed alluvial soils found at or below a depth of 2.5 feet below the existing ground surface.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-4: Prior to construction of exterior slabs or paving, the upper 12 inches of the subgrade shall be moisture conditioned to near or slightly above 2 percent above the optimum moisture content and properly compacted to at least 92 percent relative compaction.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-5: Retaining wall foundations shall be supported in the undisturbed alluvial soils.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-6: Retaining walls shall be provided with a drainage system to collect water and discharge to an acceptable location pursuant to City of Los Angeles Building Code requirements, such as a storm drain line.

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

- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-7: Shoring measures shall be implemented to provide stable excavations. Specifically, tiebacks or rakers shall be used to resist lateral loads.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-8: Although not anticipated, if groundwater is encountered during excavation, piles placed below the water level shall utilize a tremie to place the concrete into the bottom of the hole. Such activities would be conducted in accordance with National Pollutant Discharge Elimination System (NPDES) requirements.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If groundwater is encountered, field inspection sign-off; quarterly compliance report by Project contractor

Project Design Feature E-9: If existing fill material is to be re-used as engineered fill, any oversize material (greater than 6 inches) and any deleterious debris encountered in the fill material shall be removed, and compacted fill shall be tested by a qualified engineer.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If existing fill is re-used, field inspection sign-off; quarterly compliance report by Project contractor

(2) Mitigation Measures

Mitigation Measure E-1: If corrosion sensitive improvements are installed, a corrosion engineer shall be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soils, subject to Department of Building and Safety approval.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections during construction
- Action Indicating Compliance: If corrosion sensitive improvements are installed, field inspection sign-off; quarterly compliance report by Project contractor

F. Land Use

(1) Project Design Features

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

(2) Mitigation Measures

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

G. Noise

(1) Project Design Features

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

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature G-2: Project construction shall not include the use of driven pile systems.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature G-3: All Project parking and internal circulation areas shall be contained within the proposed parking structure.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature G-4: Trash enclosures shall be located within the subterranean parking level(s) and shall not have a direct line-of-sight to any adjacent land uses.

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

- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature G-5: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-Construction; Construction
- Monitoring Frequency: Once, at plan approval; Once, prior to Certificate of Occupancy
- Action Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure G-1: A temporary and impermeable sound barrier shall be erected in the following locations:

a) Along the northern property line of the Project site between the construction area and existing hotel and apartment buildings. The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
b) Along the western property line of the Project site between the construction area and apartment building on the west side of Las Palmas Avenue (west of the Project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.
c) Along the eastern property line of the Project site between the construction area and apartment building on the east side of Cherokee Avenue (just north of the Project site). The temporary sound barrier shall be designed to provide minimum 10 dBA noise reduction.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-2: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest distance from noise-sensitive uses and unnecessary idling of such equipment shall be prohibited.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-3: Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-4: The Project Contractor shall employ a construction method to minimize the generation of ground-borne vibration at the adjacent buildings to the north and south of the Project site as follows:

a) Utilize smaller construction equipment such as small bulldozers and hand held compactors when construction occurs within 21 feet of the adjacent buildings;

b) Avoid using jackhammers within 12 feet of the adjacent buildings; use saw to cut the asphalt;

c) Utilize mini-caisson or alternative methods for installation of piles within 21 feet of the adjacent buildings; and d) Retain the services of a qualified vibration consultant to monitor the ground-borne vibration at the adjacent buildings (to the north and south of the Project site) during the installation of piles within 25 feet of the building structures, to ensure that the Project-related construction activities do not adversely affect the structural integrity of the adjacent buildings.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Mitigation Measure G-5: The number of Project haul trucks traveling along Las Palmas Avenue shall not exceed 70 trucks per day.

- Enforcement Agency: City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

H.1 Public Services—Police Protection

(1) Project Design Features

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

- Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- Monitoring Agency: City of Los Angeles Department of Building and Safety
- Monitoring Phase: Construction
- Monitoring Frequency: Periodic field inspections
- Action Indicating Compliance: Field inspection sign-off; quarterly compliance certification report submitted by Project contractor

Project Design Feature H.1-2: During operation, the Project shall include keycard entry for residential parking areas.

- Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction; Construction; Operation
- Monitoring Frequency: Once prior to issuance of building permit; Once prior to issuance of Certificate of Occupancy; Annual assessment
- Action(s) Indicating Compliance: Plan approval and issuance of building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction); Annual compliance report by Applicant (Operation)

(2) Mitigation Measures

Mitigation Measure H.1-1: Prior to the issuance of a building permit, the Project Applicant shall consult with the Los Angeles Police Department's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

- Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once
- Action Indicating Compliance: Written confirmation of consultation and receipt of plan by Los Angeles Police Department

Mitigation Measure H.1-2: Prior to the issuance of a certificate of occupancy, the Project Applicant shall submit a diagram of the Project site to the Los Angeles Police Department West Bureau Commanding Officer that includes access routes and any additional information that might facilitate police response.

- Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of City Planning
- Monitoring Agency: City of Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once
- Action Indicating Compliance: Written confirmation of receipt of plan by Los Angeles Police Department

H.2 Public Services—Fire Protection

(1) Project Design Features

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

(2) Mitigation Measures

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

H.3 Public Services—Schools

(1) Project Design Features

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

(2) Mitigation Measures

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

H.4 Public Services—Libraries

(1) Project Design Features

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

(2) Mitigation Measures

Mitigation Measure H.4-1: The Project Applicant shall pay a mitigation fee of $200 per capita, based on the estimated residential population stated in the Project's Draft EIR, to the Los Angeles Public Library to offset potential cumulative impacts on library services.

- Enforcement Agency: Los Angeles Public Library; Los Angeles Department of City Planning
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of building permit
- Action Indicating Compliance: Payment of mitigation fee and issuance of building permit

H.5 Public Services—Parks and Recreation

(1) Project Design Features

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

(2) Mitigation Measures

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

I. Traffic, Access, and Parking

(1) Project Design Features

Project Design Feature I-1: Prior to the start of construction, the Project Applicant shall prepare and submit to the Los Angeles Department of Transportation for review and approval a construction management plan. As determined by the Los Angeles Department of Transportation, features of the construction management plan may include, but shall not be limited to, the following:

a. Maintaining existing access for land uses in proximity of the Project site;
b. Limiting potential lane closures to off-peak travel periods, to the extent feasible;
c. Scheduling receipt of construction materials during non-peak travel periods, to the extent possible;
d. Coordinating deliveries to reduce the potential trucks waiting to unload for extended periods of time;
e. Prohibiting parking by construction workers on adjacent streets and directing construction workers to park on-site or other designated parking areas;
f. Complying with the approved construction traffic control plans that identify all traffic control measures, signs, delineators, etc., to be implemented by the construction contractor through the duration of construction; and
g. Using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment from the Project site and/or temporary lane closures. In addition, the construction management plan shall take into account and be coordinated with other construction management plans that are in effect or have been proposed for other projects in the Project vicinity.

- Enforcement Agency: Los Angeles Department of Transportation
- Monitoring Agency: Los Angeles Department of Transportation
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of grading permit
- Action(s) Indicating Compliance: Written verification of approval of Plan from Los Angeles Department of Transportation prior to the issuance of grading permit

Project Design Feature I-2: Prior to the issuance of a grading permit, the Project Applicant shall prepare and submit to the Los Angeles Department of Transportation and/or Los Angeles Department of Building and Safety, as applicable, for review and approval a haul truck route program that specifies the construction truck routes to and from the Project site.

- Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- Monitoring Phase: Pre-construction
- Monitoring Frequency: Once, prior to issuance of grading permit
- Action(s) Indicating Compliance: Written verification of approval of Plan from Los Angeles Department of Transportation and/or Los Angeles Department of Building and Safety, as applicable, prior to the issuance of grading permit

(2) Mitigation Measures

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

J.1 Water

(1) Project Design Features

Project Design Feature J.1-1: The Project shall install new service laterals and meters for fire water, domestic water, and irrigation uses as needed to connect to the existing water mainlines in Las Palmas Avenue and/or Cherokee Avenue, as determined by the Los Angeles Department of Water and Power and Los Angeles Department of Public Works. Project-related water infrastructure shall be designed and installed to meet all applicable City requirements.

- Enforcement Agency: City of Los Angeles Department of Water and Power; Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Water and Power
- Monitoring Phase: Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action Indicating Compliance: Issuance of certificate of occupancy

Project Design Feature J.1-2: As determined by the Los Angeles Fire Department, the Project's fire water infrastructure shall be capable of providing a fire flow of 6,000 to 9,000 gallons per minute from four to six hydrants flowing simultaneously.

- Enforcement Agency: City of Los Angeles Department of Water and Power; City of Los Angeles Fire Department
- Monitoring Agency: City of Los Angeles Fire Department
- Monitoring Phase: Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action Indicating Compliance: Plot plan approval; Issuance of building permit; Issuance of certificate of occupancy

Project Design Feature J.1-3: The Project shall maximize the use of native/ adapted/drought-tolerant plants with at least 30 percent native/ drought-tolerant plants.

- Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Water and Power
- Monitoring Agency: Los Angeles Department of City Planning
- Monitoring Phase: Pre-Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify installation)
- Action(s) Indicating Compliance: Plot plan approval; Issuance of building permit; Issuance of certificate of occupancy

(2) Mitigation Measures

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

J.2 Wastewater

(1) Project Design Features

Project Design Feature J.2-1: Project-related sanitary sewer connections and on-site infrastructure would be constructed as necessary to connect to the adjacent public sewer system, and would be designed in accordance with applicable City of Los Angeles Bureau of Sanitation and California Plumbing Code standards.

- Enforcement Agency: City of Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action(s) Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

Project Design Feature J.2-2: The Project's on-site wastewater system shall be designed so that 50 percent of the Project's wastewater flow is directed to the 8-inch sewer mainline in Cherokee Avenue and 50 percent of the Project's wastewater flow is directed to the 8-inch sewer mainline in Las Palmas Avenue.

- Enforcement Agency: City of Los Angeles Department of Public Works
- Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works
- Monitoring Phase: Pre-construction; Construction
- Monitoring Frequency: Once, prior to plan approval; Once prior to issuance of a Certificate of Occupancy (to verify any necessary installation)
- Action(s) Indicating Compliance: Plan approval; Issuance of Certificate of Occupancy

(2) Mitigation Measures

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

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1050 on July 8, 2015 at 9:30 AM.

1. Present: Approximately six people attended: The applicant and representative, a neighboring business owner, a member of Hollywood Heritage, and a representative from Council Office District 13.

2. Public Speakers: 3 public speakers. 1 in support; 1 opposed; and 1 general comments and concerns.

3. A representative of the Applicant, Greg Beck, and other team members spoke at the hearing and made the following statements:

   - The buildings to the south are within a historic district, but subject property is not.
   - There are 134 spaces on the lot.
   - Design intended to be contemporary and unique as requested by the community.
   - There is approximately 990 square-feet of commercial space.
   - The project will provide an additional 51 parking spaces beyond what is required by the Code, and proposed to replace existing parking to meet neighbors' demand for parking.
   - The floor plan shows two podium level courtyards, improved with private decks and common area amenities.
   - The building is setback further from Cherokee Avenue to allow for outdoor seating for a restaurant and to allow an enhanced pedestrian experience along that street front.
   - The south portion of the proposed building has a stepped back design so that the project would have minimal visual impacts and would not overwhelm historic buildings to the south.
   - There are no lease agreements for the existing parking, just month-to-month agreements.

4. Speakers at the July 8, 2015 Public Hearing
   - Lannette Schwartz, board and committee member of the Hollywood Heritage Preservation Committee.
     - Is representing Hollywood Heritage, which is opposed to the project as designed and opposed to granting of any proposed zoning without any benefits package.
     - After review, this project is over-scaled, oversized, and non-compliant with zoning.
     - The density bonus under SB1818, is damaging to Hollywood's urban context of historic low-rise patterning on Hollywood Boulevard.
     - The project is considerably larger than the historic contributors on Hollywood Boulevard.
     - The pedestrian-level amenity lacks the detail needed to illustrate the walkable pedestrian scale needed to tie in to the neighboring historic buildings.
     - The project will be a contributor to the cumulative impact of infill development as future development continues.
     - Hollywood Heritage is concerned about precedent this project is setting and invites the applicant to work with Hollywood Heritage to address environmental impacts mentioned.

- Loyal Pennings, business owner immediately to the south.
  - Is representing the landlord's interest.
  - Landlord is opposed to the scope of the project. Concerned about setbacks to the south, it will make operating even more difficult, especially with regards to nightlife.
  - The business has a patio with seating that borders the applicant's south property.
  - When the current owner obtained possession of the subject property, there was a lawsuit over passageway. There currently is no lawsuit since the issue was settled. The previous owner had allowed access through a verbal agreement, but the current owner had prohibited access. There was an exit door that led into the parking lot.
  - The subject lot serves many people in the neighborhood.
  - The construction period would cause a loss of parking in the area and will be difficult for businesses to operate.
  - The new building will create narrow walkways and invite crime. Would like to see a wide walkway to and the reduce potential for crime.
  - Setbacks are a touchy subject with neighboring uses. Existing kitchen of neighboring uses may be an issue with new residents of subject building.
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- Gary Benjamin, Planning Deputy, Council Office District 13. Stated that the Councilmember supports the project, and is find it appropriate in scale and design for this area. Hollywood is an important regional center with many new jobs, especially in the media and tech industry.
  - In order to create a viable walkable community, we need to achieve a jobs-to-housing balance
  - Project will bring quality housing, including affordable housing to the area, and will contribute to jobs to housing balance.
  - This particular area has had security issues, and this project will put eyes on the street and more residents to help mitigate that situation.
  - Council office has worked with the applicant to progress the design. The design includes a step back to transition from the low-rise historic buildings on the boulevard, and has developed a unique contemporary façade treatment
  - Requesting to see conditions that would reflect or capture the design of the project in its most recent submittal, including the large window and balcony openings, and the step back, the variation of façade planes and rooflines, as well as the façade overlay detail.
  - The step back from the historic buildings and the project being only 6-stories with a 3.66 FAR, where most areas under the 2012 community plan, which was supported by the council office, would have permitted this, this is appropriate.

5. Communications Received. See Exhibit E.
   - Public comments in the case file located at City Hall.

A second Public Hearing on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1050 on September 24, 2015 at 9:30 AM. A second hearing was held because one of the incentives was misidentified as an on-site incentive when it should have been an off-site incentive.

1. Present: Approximately three people attended: The applicant team and representative..

2. Public Speakers: 0 public speakers.