BUREAU OF ENGINEERING - SPECIFIC CONDITIONS
As approved by City Planning Commission on 4-20-17

1. That a 5-foot wide public street right-of-way be dedicated along Homewood Avenue adjoining the tract to complete a 30-foot wide half street dedication including 15 by 15 foot property cut corners or 20-foot radius property line returns at the intersections with Ivar Avenue and Vine Street.

2. That a 5-foot wide public street right-of-way be dedicated along De Longpre Avenue adjoining the tract to complete a 30-foot wide half street dedication including 15 by 15 foot property cut corners or 20-foot radius property line returns at the intersections with Ivar Avenue and Vine Street.

3. That the City Department of Transportation in a letter to City Engineer shall determine that the proposed merger along Ivar Avenue is not necessary for future Public Street. This proposed merger (vacation) will result in narrowing the Ivar street roadway from 21.5-foot wide roadway to an 18-foot half roadway. Department of Transportation shall also approve this roadway narrowing.

4. In the event that Department of Transportation has no objection to the street merger then a 2.5-foot excess portion of the Ivar Avenue measured 30 fet from the centerline of the Ivar Avenue not including the new cut corners as stated herein be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:

   a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.

   b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

   Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.

5. That any surcharge fee in conjunction with the street merger request be paid.

6. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

7. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:

   a. Plan view at different elevations.

b. Isometric views.
c. Elevation views.
d. Section cuts at all locations where air space lot boundaries change.

8. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

9. Prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

10. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

    a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

    b. Provide a copy of affidavit PKG-747, AFF-12270, AFF-15342, AFF-17658, AFF-29144, AFF-56029, AFF-56030, AFF-58369, and AFF-58370. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

    c. Provide a copy of ZA case ZA-2015-1766-MCUP-VCU-SPR. Show compliance with all the conditions/requirements of the ZA cases as applicable.

    d. Provide a copy of the application or resolution for street vacation. The street vacation shall be completed prior to or concurrently with the Map recording.

    e. Show all street/alley dedications as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street/alley dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedications.

f. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

This Property is located in the Fire District No. 1.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Huang at (213) 482-6876 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

11. That the project be subject to any recommendations from the Department of Transportation. (MM)

a. A minimum of 20-foot reservoir space(s) be provided between any ingress security gate(s) and the property line. A minimum of 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line if driveway serves more than 100 parking spaces. Reservoir space increases to 60-foot if driveway serves more than 300 parking spaces.

b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21-A,5(i)a.

c. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street, Room 550. For an appointment, call (213) 482-7024.

d. That a fee in the amount of $205.00 be paid for the Department of Transportation as required per Ordinance No. 180,542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

e. Project shall be consistent with the Department of Transportation traffic assessment report of June 3, 2014, DOT Case No. CEN 15-43043 to the attention of Karen Hoo, City Planner, Department of City Planning.

FIRE DEPARTMENT

12. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following: (MM)

    a. Access for Fire Department apparatus and personnel to and into all structures shall be required.

    b. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

    c. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

    d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

    e. **L.A.M.C. 57.09.03.B Exception:** When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building. This policy does not apply to single-family dwellings or to non-residential buildings.

    f. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building, but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

    g. Entrance to the main lobby shall be located off the address side of the building.

h. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

i. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

j. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

k. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

l. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

m. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

n. Submit plot plans indicating access road and turning area for Fire Department approval.

o. **Section 510, Emergency Responder Radio Coverage.** 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communications systems.

p. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.

q. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

r. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

s. Standard cut-corners will be used on all turns.

t. Private roadways for general access use shall have a minimum width of 20 feet.

u. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

w. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

x. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

y. No structural wood framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

z. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any Certificate of Occupancy.

aa. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

bb. Adequate public and private fire hydrants shall be required.

cc. All fire gates shall be designed to satisfaction of the Los Angeles Fire Department to allow gates to be opened by a master remote control device which will be provided to the Los Angeles Fire Department by the developer.

dd. Modification of Access Gate Equipment and Facilities. There shall be no modification of any vehicular access gate equipment or facilities installed by Declarant in the Properties, including without limitation modification or changes in hardware and/or method of operation without the written approval of the Los Angeles Fire Department. The provision of this shall be specifically enforceable by the City and Fire Department. Requests for any modifications shall be made to the Hydrants and Access Unit, Los Angeles Fire Department.

ee. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Note: The applicant is further advised that all subsequent contact regarding these

conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF WATER AND POWER

13. Arrangements shall be made for compliance with the Los Angeles Department of Water and Power (LADWP) Water System Rules and requirements, satisfactory to the LADWP memo dated July 19, 2016. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING

14. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

15. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

16. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12th Floor, Los Angeles, CA 90012, (213) 922-8363.

DEPARTMENT OF RECREATION AND PARKS

17. That the Quimby fee be based on the C4 Zone. (MM)

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

18. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

    Replacement by a minimum of 24-inch box trees in the parkway and on the site of the 17 trees to be removed, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Advisory Agency. (MM) **Note**: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

19. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

    a. Limit the proposed development to one master ground lot, one below-grade lot and five air space lots and a maximum of 200 multi-family residential dwelling units.

    b. Provide vehicular parking for residential and commercial uses in accordance with LAMC Section 12.21-A,4.

    c. Provide bicycle parking in accordance with LAMC Section 12.21-A,16.

    d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

    e. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

    f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

    g. The applicant shall install shielded lighting to reduce any potential illumination affecting adjacent properties.

h. The project shall include the installation of eight (8) electric vehicle (EV) chargers, which shall be available through a valet service.

i. The project shall reduce/offset 1,100 MT of GHG emissions per year, through a combination of the following: (i) the addition of up to 1,725 kW of solar power to its existing portfolio; and/or (ii) the purchase of an equivalent amount of certified carbon offsets, to the satisfaction of the Department of City Planning

j. The project shall use SCAQMD "super-compliant" architectural coatings (VOC standard of <10 g/L) for all interior surfaces of the project's residential and non-residential spaces.

k. Project construction shall comply with the following restrictions on construction equipment:

- Construction equipment idling shall be restricted to less than five minutes.
- The project shall use Tier 4 equipment during the demolition, site preparation, and grading phases of construction.
- The project shall use Tier 4 equipment during building construction for all off-road construction equipment on-site for more than 10 days.
- The project shall use ultra-low sulfur diesel fuel for all diesel vehicles, consistent with SCAQMD Rules.
- The project's construction equipment shall be monitored via a tracking system (e.g., Geotab or Cat Product Link).
- The project's construction equipment shall be equipped with global positioning systems to record start and stop times and total operating hours.
- The project shall comply with CARB's In-use Off-Road Diesel Fleet Regulations.
- All in-operation equipment shall be subject to a visual survey on a daily basis.
- All cranes on-site for more than 10 days during building construction shall use line power only.
- All forklifts used during building construction shall use propane (or alternative non-diesel) fuel only.

20. Prior to the issuance of the building permit or the recordation of the final map, a copy of the ZA-2015-1766-MCUP-VCU-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that ZA-2015-1766-MCUP-VCU-SPR is not approved, the subdivider shall submit a tract modification.

21. Prior to the issuance of a building permit, grading permit or the recordation of the

final tract map, the subdivider shall record and execute a Covenant and Agreement with the Community Redevelopment Agency, or its successor in interest, to comply with the Hollywood Redevelopment Project.

22. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $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.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

23. Prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Department of City Planning General Form CP-6770) in a manner satisfactory to the Department of City Planning requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition Nos. 11, 12, 17, 18, 24, 25 and 26 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

This Mitigation Monitoring Program ("MMP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a

> *private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The City of Los Angeles is the Lead Agency for the project and therefore is responsible for administering and implementing the MMP. Where appropriate, the project's Draft and Final EIRs identified mitigation measures and project design features to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur, or impacts would be reduced to the extent feasible. This MMP is designed to monitor implementation of the project's mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

- **Monitoring Phase:** The phase of the project during which the Mitigation Measure/Project Design Feature shall be monitored.
- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure/Project Design Feature.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation and development are made.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The project's MMP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the Major Project's Section at the Los Angeles Department of City Planning. Each report will be submitted to the Major Project's Section annually following completion/implementation of the applicable

mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the applicant, shall assure that project construction and operation occurs in accordance with the MMP.

After review and approval of the final MMP by the City, minor changes and modifications to the MMP are permitted, but can only be made by the applicant subject to the approval by the City. The City, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed changes or modification. The flexibility is necessary due to the nature of the MMP, the need to protect the environment in the most efficient manner, and the need to reflect changes in regulatory conditions, such as but not limited to changes to building code requirements, updates to LEED "Silver" standards, and changes in Secretary of Interior Standards. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the City.

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

25. **Mitigation Measures and Project Design Features**. The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, which are conditions of approval for the project.

A. Aesthetics

MM LG-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

Monitoring Phase: Pre-Construction; Construction

Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once at Project plan check and once during field inspection
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

MM LG-2 All buildings, parking structures, and signage within the Project Site shall be prohibited from using highly reflective building materials such as mirrored glass in exterior façades. Exterior materials, including glazing shall have Visible Light Reflectance (Exterior) of 34 percent or less.

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

B. Air Quality

No project design features or mitigation measures are required.

C. Biological Resources

MM BIO-e1 Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site within the adjacent public right(s)-of-way.

Monitoring Phase: Pre-construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once at Project plan check
Actions Indicating Compliance: Plan approval and issuance of applicable building permit

MM BIO-e2 All significant (8-inch or greater trunk diameter, as measured 4.5 feet/54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the

adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

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

MM BIO-e3 Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All new trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division of the Bureau of Street Services, Department of Public Works.

Monitoring Phase: Pre-construction and Construction
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works
Monitoring Frequency: Once at Project plan check; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

D. Cultural Resources

MM CULT-a1 Prior to demolition of the supermarket building at 1341 Vine Street, the building shall be documented according to Historic American Building Survey standards to include large format photography, measured drawings and written narrative. Copies of the documentation shall be offered to Hollywood Heritage, the Los Angeles Conservancy, the Los Angeles Public Library and the South Central Coast Information Center at California State University, Fullerton.

Monitoring Phase: Pre-construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once at Project plan check
Actions Indicating Compliance: Plan approval and issuance of applicable building permit

MM CULT-a2 Require the Project applicant to allow local preservation organizations and historical societies to document the 1341 Vine Street building and/or remove significant historic elements for archives.

Monitoring Phase:	Pre-construction
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning
Monitoring Frequency:	Once at Project plan check; once during field inspection
Actions Indicating Compliance:	Plan approval and issuance of applicable building permit

E. Geology/Soils

No project design features or mitigation measures are required.

F. Greenhouse Gas Emissions

MM GHG-1 To encourage carpooling and the use of electric vehicles by Project residents and visitors, at least twenty (20)% of the total code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

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

G. Hazards/Hazardous Materials

MM HA-b1 The contractor shall ensure that a comprehensive indoor vapor intrusion assessment and site-specific human health risk assessment is conducted prior to full-time occupancy of the building located at 6322 De Longpre Avenue or development of additional buildings in the north-central portion of the Project Site. The results of the assessments must demonstrate that PCE in the soil vapor is at safe levels (in accordance with California Human Health Screening Levels) prior to occupancy.

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of City Planning
Monitoring Frequency:	Once at Project plan check; once during field inspection
Actions Indicating Compliance:	Plan approval and issuance of Certificate of Occupancy

MM HA-b2 The contractor shall ensure that a soil management plan is prepared, and monitoring is conducted for the presence of unknown or unforeseen soil contamination during future demolition or re-grading activities.

Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of City Planning
Monitoring Frequency:	Once at Project plan check; once during field inspection
Actions Indicating Compliance:	Plan approval and issuance of applicable building permit

H. Hydrology/Water Quality

No project design features or mitigation measures are required.

I. Land Use and Planning

MM LU-1 An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11 to the satisfaction of the Department of Building and Safety.

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety
Monitoring Frequency: Once at Project plan check; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of Certificate of Occupancy

J. Noise

MM NOI-a1 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest sensitive off-site land uses.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Periodic field inspections during construction
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a2 Construction and demolition activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Periodic field inspections during construction
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a3 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once during field inspection
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a4 Noise-generating construction equipment operated at the Project Site shall be equipped with effective state-of-the-art noise control devices, i.e., mufflers, lagging, solar power or electric plug-in on-site power generators and/or motor enclosures or other shielding equipment. All

equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once during field inspection
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a5 A temporary noise control barrier such as plywood structures or flexible sound control curtains shall be erected around the Project Site boundary. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once during field inspection
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a6 All construction truck traffic shall be restricted to truck routes approved by the Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Periodic field inspections during construction
Actions Indicating Compliance: Field inspection sign-off

MM NOI-a7 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning

Monitoring Frequency: Once during field inspection
Actions Indicating Compliance: Field inspection sign-off

K. Population and Housing

No project design features or mitigation measures are required.

L. Public Services

PDF PS-1 The Project shall implement a Construction Staging and Traffic Management Plan (CSTMP) that would outline provisions for on-site security during construction, which would include, but are not limited to, temporary fully secured fenced site perimeter, lighting, and providing security personnel to patrol the site. At least one roving security guard during non-working hours for duration of the construction period shall be provided. Additionally, the CSTMP shall ensure emergency access to the Project Site is maintained at all times during construction through well-marked entrances.

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection sign-off

M. Transportation/Traffic

MM TR-a1 Off-site truck staging shall be provided in a legal area furnished by the construction truck contractor. The preferred route to and from the Project Site shall be as follows: enter the north side of the Project Site from Ivar Avenue and exit by making a right turn from the Project Site onto Ivar Avenue or Cahuenga Boulevard. Trucks shall not be permitted to travel along local residential streets.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a2 A flagman shall be placed at the truck entry and exit from the Project Site onto Ivar Avenue to control the flow of exiting trucks.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a3 Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the extent feasible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a4 Access shall remain unobstructed for land uses in proximity to the Project Site during project construction.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a5 Applicant shall plan construction and construction staging as to maintain pedestrian access to adjacent active land uses throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Barriers, such as K-Rails, scaffolding, etc., shall be maintained at a height of 8 feet.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a6 Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a7 Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a8 Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a9 In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a10 A Construction Management Plan shall be developed by the contractor for approval by the Los Angeles Department of Transportation prior to the issuance of building permits. In addition to the measures identified above, the Construction Management Plan shall include the following:

- Identify the locations of the off-site truck staging and shall detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for the loading, unloading, and storage of materials on the Project Site.
- Establish requirements for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- During construction activities when construction worker parking cannot be accommodated on the Project Site, a Construction Worker Parking Plan shall be prepared for approval by the Los Angeles Department of Transportation, which identifies alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

MM TR-a11 The Project shall upgrade traffic signal equipment at the following five study intersections:

10. Cahuenga Boulevard and Franklin Avenue – Add camera to signalized intersection.
12. Cahuenga Boulevard and Selma Avenue – Upgrade the signal controller from a Type 170 to a Type 2070.
13. Cahuenga Boulevard and Sunset Boulevard – Add camera to signalized intersection. Add a westbound left-turn phase to intersection.
15. Ivar Avenue and Sunset Boulevard – Upgrade the signal controller from a Type 170 to a Type 2070.
25. Vine Street and Santa Monica Boulevard – Add camera to signalized intersection.

These improvements will enhance LADOT's ability to monitor traffic flows and adjust signal timing adaptively, thus providing more efficient traffic flows and system-wide benefits.

Monitoring Phase: Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once prior to occupancy
Actions Indicating Compliance: Field inspection sign-off and Compliance certification report submitted to LADOT by Project contractor

MM TR-a12 A travel demand management (TDM) program will be implemented for the Project. Several TDM program elements are project design features that are currently proposed for implementation. Other TDM program elements would be developed as part of preparation of a detailed TDM plan. A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for the Project and the final TDM program shall be approved by LADOT prior to issuance of the first certificate of occupancy for the Project. LADOT approval will be contingent upon submission of an

accompanying analysis (based on CAPCOA1 and other relevant research) showing that the elements in the TDM plan will yield the intended 10% reduction in weekday peak hour trips.

Several project design features will encourage the usage of walking, biking, and transit modes as alternatives to the automobile, including the following:

- Wide sidewalks and publicly accessible pedestrian plazas and paseos accessible to the neighborhood;
- New street trees and parkway planting;
- Landscaped pathways between buildings; and
- Improved street and pedestrian lighting.

Additional TDM program elements could include unbundled parking, rideshare programs, discounted transit passes, etc.; although the exact measures to be implemented will be determined by LADOT when the plan is prepared, prior to issuance of the first certificate of occupancy for the Project.

- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.
- Rideshare Programs – Rideshare programs typically include the provision of an on-site transit and rideshare information center that provides assistance to help people form carpools or access transit alternatives. Rideshare programs often also include priority parking for carpools.
- Transit Pass Discount Program – Transit pass discount programs typically include negotiating with transit service providers to purchase transit passes in bulk, and therefore at a discounted rate. Discounted passes are then sold to interested residents or employees, helping them to obtain price discounts through the economies of scale of bulk purchasing.

Monitoring Phase: Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy
Actions Indicating Compliance: Approval of TDM program from Department of Transportation; issuance of Certificate of Occupancy

PDF TR-1 The Project applicant shall implement a traffic signal at Cahuenga Boulevard and the US-101 southbound off-ramp.

Monitoring Phase: Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once prior to occupancy
Actions Indicating Compliance: Field inspection sign-off and Compliance certification report submitted to LADOT by Project contractor

PDF TR-2 Project haul trucks shall enter and exit the Project Site primarily via the southwest corner of the property, adjacent to the intersection of Ivar Avenue and Homewood Avenue.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

PDF TR-3 To the extent feasible, the Project shall limit the lane closures along De Longpre Avenue to weekdays from 7:00 AM to 3:00 PM such that it would not coincide with the peak activity of the Dome Entertainment Center, which is typically after 5:00 PM on weekdays and Saturday afternoon. The Project shall not stage trucks along Sunset Boulevard adjacent to the Dome Entertainment Center. During the excavation and haul activity, staging would occur off-site at a designated truck staging area near the Project Site and haul trucks would be radioed in from the staging area.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

PDF TR-4 The Project Applicant shall coordinate with the Dome Entertainment Center regarding driveway operations on days when the Dome Entertainment Center is hosting a special event with increased attendance.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

PDF TR-5 During construction activities, construction workers shall park on the Project Site and within the proposed Project garage when construction of the garage is complete.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Transportation
Monitoring Agency: Department of Transportation
Monitoring Frequency: Once at Project plan check; periodic field inspections during construction
Actions Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

N. Utilities and Service Systems

PDF WA-1 The Applicant or its successor shall install new water meters as required.

Monitoring Phase: Construction
Enforcement Agency: Department of Water and Power
Monitoring Agency: Department of Water and Power
Monitoring Frequency: Once prior to issuance of building permits
Actions Indicating Compliance: Plan approval and issuance of building permits

PDF WA-2 The Project shall include water conservation features in accordance with Title 24 of the California Code of Regulations (CCR).

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits
Actions Indicating Compliance: Plan approval and issuance of building permits

PDF WA-3 The Applicant or any applicable successor shall install plumbing and plumbing fixtures that meet the following requirements:

- Toilets. All toilets installed shall be high efficiency fixtures. The maximum flush volume for high efficiency toilets shall not exceed 1.1 gallons per flush (effective).
- Urinals. All urinals installed shall be, at a minimum, high efficiency fixtures. The maximum flush volume of high efficiency urinals shall not exceed 0.125 gpf. Waterless urinals shall be utilized wherever possible.
- Showerheads. All showerheads installed shall have a maximum flow rate of 1.5 gpm.

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

PDF WA-4 Faucets. All faucets in public restrooms must be self-closing. The flow rate for all indoor faucets shall be 2.2 gpm except as follows:

- The maximum flow rate for private or private use kitchen faucets shall be 1.5 gpm (5.6 liter per minute); and
- The maximum flow rate for commercial use kitchen faucets shall be 1.8 gpm.

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

Monitoring Frequency: Once prior to issuance of building permits; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF WA-5 The Applicant shall not use single pass cooling systems. Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF WA-6 The Applicant or its successor shall use rotating sprinkler nozzles landscape irrigation with a maximum flow rate of 0.5 gpm.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF WA-7 The Applicant or its successor shall use drought tolerant and native plants for 30 percent of total landscaping.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits;

once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF WA-8 The Applicant or its successor shall use drip/subsurface irrigation (Micro-Irrigation), weather-based irrigation controller, landscaping contouring to minimize precipitation runoff, micro-spray, water-conserving turf (if applicable), and zoned irrigation.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF WA-9 The Applicant or its successor shall install high-efficiency clothes washers for residential private use with a water factor of 4.0 or less.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; periodic field inspections
Actions Indicating Compliance: Plan approval and issuance of building permits; field inspection and sign-off

PDF WA-10 The Applicant or its successor shall install high-efficiency clothes washers for commercial use with a water factor of 4.5 or less.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; periodic field inspections
Actions Indicating Compliance: Plan approval and issuance of building permits; field inspection and sign-off

PDF WA-11 The Applicant or its successor shall install water-saving pool filters and a leak detection system for swimming pools and Jacuzzis.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once prior to issuance of building permits; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of building permits; issuance of Certificate of Occupancy

PDF SW-1 The Applicant or its successor shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Off-site recycling centers, such as asphalt or concrete crushers, would be utilized to provide crushed materials for roadbed base. In addition, trees unsuitable for relocation would be recycled and used for landscape mulch.

Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
Monitoring Frequency: During demolition, grading, and construction
Actions Indicating Compliance: Approval of City approved hauler contract agreement; field inspection and sign-off

PDF SW-2 All structures constructed or uses established within any part of the Project shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection and sign-off

PDF SW-3 Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection and sign-off

PDF SW-4 The Applicant or its successor shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times for the collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; periodic field inspections
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection and sign-off

PDF SW-5 During occupancy and operations, the Project shall have a solid waste diversion rate target of 65 percent of non-hazardous materials.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; periodic field inspections
Actions Indicating Compliance: Plan approval and issuance of applicable

building permit; sign-off of program maintenance through the life of the Project

PDF EC-1 The Applicant or its successor shall install automatic and day-lighting controls and zoning.

Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; once during field inspection
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection and sign-off

PDF EC-2 The Applicant or its successor shall install cool roofs or high reflectance and high emittance roof surfaces in all low-slope applications.

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

PDF EC-3 The Applicant or its successor shall install building commissioning for electrical and mechanical equipment.

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

PDF EC-4 The Applicant or its successor shall install energy efficient heating and cooling systems, transformers, and indoor and outdoor lighting.

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

PDF EC-5 The Applicant or its successor shall install other building envelope components such as glazing, insulation, and energy efficient windows.

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

PDF NG-1 The Applicant or its successor shall comply with State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Part 6, Article 2, California Administrative Code, 2008) and exceed Title 24, Part 6, Article 2, California Administrative Code, 2005 by 15 percent.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety
Monitoring Frequency:	Once at Project plan check
Actions Indicating Compliance:	Plan approval and issuance of applicable building permit

PDF NG-2 The Applicant or its successor shall install energy efficient heating and cooling systems, appliances (e.g., Energy Star®), equipment, and control systems.

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

PDF NG-3 The Applicant or its successor shall specify low-flow water-use fixtures, reducing water consumption and water heating fuel (natural gas).

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

PDF NG-4 The Applicant or its successor shall use energy-efficient pumps and motors for, waste and storm water conveyance, fire water, and domestic water.

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

PDF NG-5 The Applicant or its successor shall commit to LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. Several potential energy conservation technologies and methods may include Enhanced Commissioning, Measurement & Verification, solar power, gas absorption chillers, and on-site generation systems.

Monitoring Phase: Pre-Construction, Occupancy
Enforcement Agency: Department of Building and Safety; Department of City Planning
Monitoring Agency: Department of Building and Safety; Department of City Planning
Monitoring Frequency: Once at Project plan check; once post-occupancy
Actions Indicating Compliance: Plan approval and issuance of applicable building permit; submittal of compliance certification report by Project contractor

26. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

CM-1. That a sign be required on-site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.

a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.

b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.

c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.

CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

CM-6. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

CM-8. The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CM-9. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

CM-12. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

CM-13. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.

CM-14. Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.

CM-15. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

CM-16. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

CM-17. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

CM-18. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.

CM-19. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.

CM-20. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

CM-21. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop cloths to catch drips and spills.

DEPARTMENT OF CITY PLANNING - STANDARD COMMERCIAL CONDOMINIUM CONDITIONS

CC-1. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

CC-2. In order to expedite the development, the applicant may apply for a building permit for a commercial/residential building. However, prior to issuance of a building permit for a commercial/residential building, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for a commercial/residential building will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for a commercial/residential building and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

(i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications

abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct any necessary drainage facilities.

(c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade streetlights: three (3) on Vine Street and three (3) on Ivar Avenue.

Notes: The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a) Improve Ivar Avenue being merged and adjoining the subdivision by the construction of the following:

(1) A concrete curbs a concrete gutter, and a 12-foot full-width concrete sidewalks with tree wells.

(2) Suitable surfacing to join the existing pavement and to complete an 18-foot half roadway. Existing half roadway is 21.5 feet. This is due to the 2.5-foot street merger to provide standard width sidewalk.

(3) Any necessary removal and reconstruction of existing improvements.

(4) The necessary transitions to join the existing improvement all satisfactory to the City Engineer.

b) Improve Homewood Avenue being dedicated and adjoining the subdivision by the construction of the following:

(1) A concrete curbs a concrete gutter, and a 12-foot full-width concrete sidewalks with tree wells.

(2) Suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.

(3) Any necessary removal and reconstruction of existing improvements.

(4) The necessary transitions to join the existing improvement all satisfactory to the City Engineer.

c) Improve Vine Street and De Longpre Avenue by construction of additional concrete sidewalk with the newly cut corner dedication areas including any necessary removal and reconstruction of existing improvements.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However, the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05-N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving

design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 1335-1375 North Vine Street, 1338-1352 North Ivar Avenue, 6331-6355 Homewood Avenue, and 6314-6372 De Longpre Avenue in Los Angeles, CA 90028. KR Academy LLC (applicant) filed an Environmental Assessment Form with the City of Los Angeles (City) on July 28, 2014 and a Master Land Use Application was filed on May 7, 2015.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The Los Angeles Department of City Planning, (serving as Lead Agency), reviewed the project in accordance with the requirements of the CEQA. The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on November 6, 2014 and ending December 5, 2014. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

In addition, a public scoping meeting was conducted on November 20, 2014, to further inform the public agencies and other interested parties of the project and to solicit input regarding the Draft EIR. The meeting provided interested individuals, groups, and public agencies the opportunity to provide oral and written comments to the Lead Agency regarding the scope and focus of the Draft EIR as described in the NOP and Initial Study. Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Substantive comment letters were received from four public agencies, and the State CEQA Clearinghouse submitted a form letter confirming receipt of the NOP. Also, written comments were provided by one individual via mail, e-mail or submittal at the NOP scoping meeting. The NOP letters and comments received during the comment period, as well as comment sheets from the public scoping meeting, are included in Appendices A of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of four alternatives to the project, including a “No project” alternative. The Draft EIR for the project (State Clearinghouse No. 2014111013), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code

Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 46-day public comment period beginning on March 31, 2016, and ending on May 16, 2015, beyond the 45 days required by CEQA Guidelines Section 15105(a). Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The City published a Final EIR for the project on November 28, 2016, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. A fifth alternative was added to the Final EIR. The addition of the fifth alternative did not require recirculation of the EIR under CEQA Guidelines 15088.5 (a)(3).

Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a CD copy of the Final EIR. The Final EIR was also made available for review on the City's website. CD copies of the Final EIR were also made available at four libraries and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project Site as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, or provided comments during the NOP comment period.

A duly noticed public hearing for the project was held by the Zoning Administrator/Deputy Advisory Agency on behalf of the City Planning Commission on December 21, 2016.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines) require a public agency, prior to approving a project, to identify significant impacts and make one or more of three possible findings for each of the significant impacts.

A. 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." (Guidelines Section 15091 (a)(1)); and

B. 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." (Guidelines Section 15091(a)(2)); and

C. The third possible finding is that "[s]pecific 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." (Guidelines, Section 15091(a)(3)).

CEQA Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." CEQA Guidelines Section 15364 adds another factor: "legal" considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* [Goleta II] (1990) 52 Cal.3d 553, 565.)

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 410, 417 [*City of Del Mar*].). "'[F]easibility' under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* [1993] 23 Cal.App.4th 704, 715 [*Sequoyah Hills*].)

For the purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Assn. v. City Council*, 83 Cal.App.3d 515, 519-527, 147 Cal.Rptr. 842 (1978), in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant efforts by adopting numerous mitigation measures, not all of which rendered the significant impacts in question (e.g., the "loss of biological resources") less than significant.

Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a significant effect is "avoid[ed] or substantially lessen[ed]," these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level, or has simply been substantially lessened but remains significant.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse

environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

Because the EIR identified significant effects that may occur as a result of the project, and in accordance with the provisions of the Guidelines presented above, the City hereby adopts these findings set forth in this document as part of the approval of the project. These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the project in a manner consistent with the requirements of CEQA. These findings, in other words, are not solely informational, but rather constitute a binding set of obligations that come into effect with the City's approval of the project.

The findings and determinations contained herein are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project and the EIR. The findings and determinations constitute the independent findings and determinations by the Advisory Agency in all respects and are fully and completely supported by substantial evidence in the record as a whole.

Although the findings below identify specific sections within the EIR in support of various conclusions reached below, the Advisory Agency incorporates by reference and adopts as its own, the reasoning and analysis set forth in the EIR and thus relies on that reasoning, even where not specifically mentioned or cited below, in reaching the conclusions set forth below, except where additional evidence is specifically mentioned. This is especially true with respect to the Advisory Agency's approval of all mitigation measures recommended in the EIR and the reasoning set forth in responses to comments in the EIR. The Advisory Agency further intends that if these findings fail to cross-reference or incorporate by reference any other part of these findings, any finding required or permitted to be made by the City with respect to any particular subject matter of the project must be deemed made if it appears in any portion of these findings or findings elsewhere in the record. The EIR, comments and responses to comments, and all appendices are hereby fully incorporated herein by this reference.

A. RECORD OF PROCEEDINGS

The record of proceedings includes the documents and other materials that constitute the administrative record upon which the City approved the project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All project plans and application materials including supportive technical reports;
- The Draft EIR and Appendices (March 2016) and Final EIR (November 2016), and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the project;
- The City of Los Angeles General Plan and related EIR;

- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;

- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the project;

- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and

- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings

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. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as "significant." For each of the significant impacts associated with the project, either before or after mitigation, the following sections are provided:

1. Description of Significant Effects - A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact;

2. Project Design Features (where applicable) - Reference to the identified Project Design Features that are a part of the project (numbering of the features corresponds to the numbering in the Draft EIR);

3. Mitigation Measures - Reference to the identified mitigation measures or actions that are required as part of the project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section V of the Final EIR);

4. Finding - One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;

5. Rationale for Finding - A summary of the reasons for the finding;

6. Reference - A notation on the specific section in the Draft EIR which includes the evidence and discussion of the identified impact.

IV. DESCRIPTION OF THE PROJECT

The project proposes construction of an approximately 496,849 square-foot mixed-use development containing offices, residences, and restaurant space with associated parking having an FAR of 3.22:1. The project includes approximately 285,719 square feet of office space and 16,135 square feet of restaurant space within four buildings up to six stories in height (Buildings A, B, C, and D). The project includes an approximately 194,995 square-foot, 19-story tower containing 200 multi-family residential units (Building F). The residential portion of the project also includes a gym, a pool, and public and private open space. The ground floor outdoor areas include public open space in the form of public courtyards and landscaping. The project also includes 990 subterranean automobile parking spaces and 325 bicycle parking spaces. The approved project was analyzed under Alternative 5 of the Final EIR.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT BY THE INITIAL STUDY

The City Planning Department prepared an Initial Study dated November 6, 2014. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

A. Agricultural and Forest Resources

B. Air Quality

1. Objectionable Odors

2. Objectionable Odors (L.A. City CEQA Thresholds Guide)

C. Biological Resources

1. Sensitive Biological Species
2. Riparian Habitat and Wetlands
3. Movement of any Resident or Migratory Species
4. Habitat Conservation Plans
5. Loss of Individuals, or the Reduction of Existing Habitat, of a Special Status Species (L.A. City CEQA Thresholds Guide)
6. Loss of Individuals or the Reduction of Existing Habitat of a Locally Designated Species or Reduction in a Locally Designated Natural Habitat or Plant Community (L.A. City CEQA Thresholds Guide)
7. Interference With Wildlife Movement/Mitigation Corridors (L.A. City CEQA Thresholds Guide)
8. Alteration of an Existing Wetland Habitat (L.A. City CEQA Thresholds Guide)
9. Interference With Habitat Such That Normal Species Behaviors Are Disturbed (L.A. City CEQA Thresholds Guide)

D. Geology and Soils

1. Landslides
2. Septic Tanks

E. Hazards and Hazardous Materials

1. Airport Land Use Plans and Private Airstrips
2. Wildland Fires

F. Hydrology and Water Quality

1. 100-Year Flood Hazard Areas and 100-year Flood
2. Seiche, Tsunami or Mudflow

G. Land Use and Planning

1. Habitat or Natural Community Conservation Plans

H. Mineral Resources

I. Noise

1. Airport Land Use Plans
2. Private Airstrips

J. Population and Housing

1. Displacement of Existing Housing
2. Displacement of Existing Residents

K. Recreation

1. Recreational Facilities

L. Transportation/Circulation

1. Air Traffic Patterns

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT

Impacts of the project found to be less than significant in the EIR and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the project and therefore, no additional findings are needed. These findings do not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The City adopts the reasoning of the EIR, City staff reports, and presentations regarding the project.

A. Aesthetics – As discussed in Draft EIR Section III (Environmental Setting), the project Site is within a Transit Priority Area. Accordingly, pursuant to SB 743 and Section 21099(d)(1) of the Public Resources Code, the project's aesthetic impacts shall not be considered a significant impact on the environment.

B. Air Quality

1. Conflict With Or Obstruct Implementation of the Applicable Air Quality Plan

The project complies with all SCAQMD rules and regulations that are in effect at the time of development; the applicant is not requesting any exemptions from the currently adopted or proposed rules. The project is also consistent with the SCAG population and employment projections applicable to the project Site (see Section IV.K [Population and Housing] in the EIR). Therefore, the project would not conflict with the 2012 AQMP and, as such, would not jeopardize attainment of State and national ambient air quality standards in the area under the jurisdiction of the SCAQMD. Thus, impacts are less than significant.

As discussed in Table IV.B-6 of the Draft EIR, the project is also consistent with goals, objectives, and policies set forth in the City's General Plan Air Quality Element. The Air Quality Element sets forth the goals, objectives, and policies that would guide the City in the implementation of its air quality improvement programs and strategies. Therefore, no impact would occur with respect to consistency with the applicable air quality policies in the General Plan.

2. Violate Air Quality Standards or Contribute Substantially to an Existing or projected Air Quality Violation

Project Operations: The estimated emissions, as identified in Table IV.B-7 of the Draft EIR, show that the regional operational maximum daily emissions for the project are less than the SCAQMD mass daily significance thresholds for all criteria air pollutants. The primary source of the operational emissions is traffic mobile sources. The project has also incorporated Transportation Demand Management programs to help reduce trip generation. The mixed-use design of the project would also help reduce total Vehicle Miles Travelled by shortening potential trips (i.e., by linking trips in multi-purpose trip chains). The project is also located near transit opportunities, including the Metro Red Line and buses, and would include bicycle parking; all of which would support a decrease in automobile dependence. Therefore, the impact with respect to the violation of an air quality standard during operation will be less than significant.

3. Result in a Cumulative Considerable Net Increase Of Any Criteria Pollutant For Which the Project Region is in Non-Attainment

Project Operations: The project would not violate an air quality standard or exceed an SCAQMD threshold of significance. The SCAQMD states that if an individual development project generates less-than-significant operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Therefore, a less-than-significant impact will occur with respect to cumulative operational emissions.

4. Expose Sensitive Receptors to Substantial Pollutant Concentrations

The nearest sensitive receptors to the project Site are the residents located more than 210 feet east of the project Site across Vine Street, and the residents located 220 feet south of the project Site fronting Fountain Avenue. The closest schools to the project Site are the TCA Arshag Dickranian School (approximately 0.2 mile south of the project Site) and Vine Street Elementary School (approximately 0.5 mile south of the project Site). The Hollywood Community Hospital is located approximately 500 feet east of the project Site.

Project Construction: Construction emissions representing the maximum level of construction activity that could occur on the project Site on a given day were generated, based on conservative assumptions. As shown in Table IV.B-9 (Maximum Daily Onsite Construction Emissions and Comparison to LST and NAAQS), the project construction emissions would be less than the mass-rate LSTs, which were developed by SCAQMD and are used to evaluate the construction emissions relative to the SCAQMD ambient air quality standard significance thresholds. Also, the project would not exceed applicable NAAQS thresholds. Therefore, the local construction impact on sensitive receptors would be less than significant because there would be no substantial increase in pollutant concentrations from project construction.

Project Operations: At build-out of the project, the highest average daily trips at an intersection would be approximately 70,060 at the Highland Avenue and Santa Monica Boulevard intersection, which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. There is no reason unique to Basin meteorology to conclude that the CO concentrations at the Highland Avenue and Santa Monica Boulevard intersection would exceed the 1-hour CO standard if modelled in detail, based on the studies undertaken for the 2003 AQMP.

As the project would consist of the development of commercial and residential land uses, and would not include any industrial or other land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic chemicals or air contaminants, or the generation of high levels of diesel truck activity, no toxic airborne emissions would result from its implementation. In addition, operational activities associated with the project would be typical of other similar commercial and residential developments in

the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs from the project site are less than significant.

5. Exceed Thresholds Provided in the City of Los Angeles *L.A. CEQA Thresholds Guide* (L.A. City CEQA Thresholds Guide)

Project Operations: The impact during operation under (5) would be identical to that which is described under findings (2) and (4), as discussed above. Please see those discussions. As discussed those findings, operational impacts of the project would not exceed the thresholds contained in the *L.A. CEQA Thresholds Guide*. Therefore, project impacts are less than significant.

6. Conditions at Intersections (L.A. City CEQA Thresholds Guide)

Project Operations: The impact during operation under (6) would be identical to that which is described under findings (2) and (4), as discussed above. Please see those discussions. As discussed those findings, operational impacts of the project would not exceed the thresholds contained in the *L.A. CEQA Thresholds Guide*. Therefore, project impacts are less than significant.

7. Cumulative Impacts

Project Operations: The project would not result in significant cumulative impacts because it would not exceed the SCAQMD's recommended significance thresholds for project-specific operational air emissions. Therefore, the cumulative impact would be less than significant.

C. Biological Resources

1. Conflict With Local Policies or Ordinances Protecting Biological Resources

Project Operations: All of the existing trees on the project site would be removed during construction and would be replaced as required. No additional trees would be removed during operation of the project, and the trees that would be planted during construction would be maintained during operation. Therefore, no impact would occur.

2. Cumulative Impacts

Based on a review of the related projects in the vicinity of the project site, few, if any, of these projects are likely to have significant impacts to biological resources due to their size or location in an existing developed urban area. In addition, the related projects would be subject to the same

project review, permitting, and mitigation regarding protected trees and non-native trees as the project. Therefore, cumulative impacts would be less than significant.

D. Cultural Resources

1. Archaeological Resources

Construction activities would involve excavation of the project site to the depth of 45 to 50 feet below existing grade in order to construct the four-level subterranean parking structure and foundation elements of the project, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Personnel of the project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposit would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Compliance with these regulatory requirements would ensure potentially significant impacts do not result. Therefore, impacts on archaeological resources would be less than significant.

2. Paleontological Resources

Findings of the paleontological resource records search (from the Natural History Museum of Los Angeles County) revealed that there are no known fossil records associated with the project site; however, four vertebrate fossil localities, LACM 6297-6300, were collected from depths between 47 and 80 feet below the surface from nearby locations. The project could require excavation to a depth of 45 to 50 feet below the existing grade to construct the four-level parking structure and foundation elements. If paleontological resources are discovered during excavation and grading activities, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Compliance with these regulatory requirements would ensure potentially significant impacts do not result. Thus, impacts on paleontological resources are less than significant.

3. Human Remains

No known human burials have been identified on the project site or within recorded resources located in the vicinity. (See also the analysis of

archaeological resources above.) The project would require excavation to potential depth of 45 to 50 feet below the existing grade to construct the four-level parking structure and foundation elements of the project. As such, it is possible that human remains could be discovered during construction activities. However, if human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that work shall stop immediately and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC, and the NAHC will immediately notify the person it believes to be the most likely descendent. The most likely descendent has 48 hours to make recommendations to the Applicant, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the Applicant does not accept the descendant's recommendations, the Applicant or the descendent may request mediation by the NAHC. Compliance with these regulatory requirements would ensure potentially significant impacts do not result. Therefore, impacts on human remains are less than significant.

4. Loss of Paleontological Resources (L.A. CEQA Thresholds Guide)

project impacts would be the same as described under finding (2). Please see that discussion. As discussed in that finding, the project will not significantly impact paleontological resources.

5. Impact Upon Archeological Resources (L.A. CEQA Thresholds Guide)

project impacts would be the same as described under finding (1). Please see that discussion. As discussed in that finding, the project would not significantly impact archaeological resources.

6. Cumulative Impacts

Paleontological: Development of the related projects could have impacts if paleontological resources were found during construction activities. However, it is unknown whether or not significant resources will be found. The potential for an individual project to affect significant paleontological resources is unknown, but given the number of related projects, it is probable that development of the related projects could have impacts on significant paleontological resources.

Nonetheless, the project's compliance with regulatory requirements would avoid project-related impacts related to paleontological resources. This includes monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository. The incremental effects of the project would not contribute to a significant cumulative impact on paleontological resources.

Archaeological: Development of the related projects could have impacts if archaeological resources were found during construction activities. However, it is unknown whether or not significant resources will be found. The potential for an individual project to affect significant archaeological resources is unknown, but given the number of related projects, it is probable that development of the related projects could have impacts on significant archaeological resources.

Nonetheless, the project would not contribute to a cumulative impact related to archaeological resources. The project's compliance with regulatory requirements would avoid project-related impacts related to archaeological resources. Regulatory requirements include monitoring, treatment of any discovered cultural resources, preparation of a final report, and curation of discovered materials in an approved facility. The incremental effects of the project would not contribute to a significant cumulative impact on archaeological resources. Therefore, all project-related impacts would be less than significant, and the project's contribution to significant cumulative impacts would be less than cumulative considerable.

Historical: The project would result in individual historical impacts. However, cumulative impacts would not be significant because only four mid-20th century supermarkets have been identified through SurveyLA. Historic Resources Group is aware of one other example. Although survey results for 10 additional Community Plan Areas are forthcoming, it is unlikely that a large number of additional properties will be discovered through the survey process, and it is fair to say that the total number will ultimately be fairly small given the size of the City. Despite the small number, because there are no foreseeable demolitions or alterations of mid-20th century supermarket buildings in Los Angeles, the project would not result in a cumulative impact.

E. Geology and Soils

1. <u>Earthquake Fault Rupture, Strong Seismic Ground Shaking, Liquefaction, and Landslides</u>

Earthquake Fault Rupture: The project site is not located within an Alquist-Priolo Earthquake Fault Zone. No known active faults are mapped as crossing the project site or projecting towards the project site. The potential for surface rupture at the project site due to fault plane displacement propagating to the ground surface rupture is considered to be low, and impacts related to earthquake fault rupture would be less than significant.

Strong Seismic Ground Shaking: Seismic ground shaking could damage the buildings, parking areas, and utility infrastructure. However, project construction would be consistent with all applicable provisions of the City of Los Angeles Building Code and the recommendations of the Preliminary Geotechnical Engineering Investigation. Furthermore, the potential seismic

hazard to the project site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. Therefore, risks from seismic ground shaking would be less than significant.

Liquefaction: The project site is not located within a State-designated seismic hazard zone for liquefaction potential or within a City-designated liquefiable area or potentially liquefiable area. The project site is not located near a slope. As such, impacts associated with liquefaction or lateral spreading would be less than significant and no mitigation measures are required.

2. Soil Erosion or Topsoil Loss

Project Construction: Construction activities would involve excavation of the project site to the depth of 45 to 50 feet below existing grade in order to construct the four level subterranean parking structure and foundation elements of the project. The excavations are expected to expose fill and dense native soils. Between 2.5 and 6 feet of existing fill materials were encountered during exploration at the project site, which due to the variable nature and the varying depths of the existing fill materials, the existing fill materials are considered to be unsuitable for support of the proposed foundations, floor slabs, or additional fill. However, excavation of the project site to depths of 45 to 50 feet would remove the existing fill materials and expose the underlying dense native soils, and the foundations for the project would be on the underlying dense native soils. Additionally, the on-site soil materials have a moderate potential to be expansive, and as a result, the Preliminary Geotechnical Engineering Investigation recommends reinforcing the foundation design and slabs-on-grade, which the project would be required to incorporate. Based upon the exploration, laboratory testing, and research, the geotechnical engineer concluded that the proposed project is feasible from a geotechnical engineering standpoint provided the advice and recommendations presented in the Preliminary Geotechnical Engineering Investigation are followed and implemented during construction.

The excavated site would be shored in order to not impact adjacent traffic, public right-of-way and infrastructure or other nearby properties. Construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. In addition, the project would be required to have an erosion control plan approved by the City Department of Building and Safety, as well as a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System permit requirements. As such, implementation of these requirements, conditions from Building and Safety Grading Division, recommendations of the Preliminary Geotechnical Engineering Investigation and the Regulatory Compliance Measure, project construction would not result in a significant impact resulting in substantial soil erosion or the loss of topsoil and would not constitute a geologic hazard to other properties by causing or accelerating

instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site, and construction impacts related to soil erosion would be less than significant.

Project Operations: The project would be required to have a SUSMP in place during the operational life of the project. The SUSMP would include BMPs that would reduce on-site erosion from vegetated (landscaped) areas on the project site. In addition, development of the project would include preparation of a final geotechnical engineering investigation report (approval by Building and Safety would be required) with respect to building and foundation design including, but not limited to the effects of expansive soils, foundation design and varying soils strength. With regulatory compliance and implementation of the final geotechnical report recommendations and conditions from Building and Safety Grading Division, project operation would not result in a significant impact resulting in substantial soil erosion or the loss of topsoil and would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Operation impacts related to soil erosion would be less than significant.

3. Unstable Soils Leading to Landslides, Lateral Spreading, Subsidence, Liquefaction or Collapse

Landslide/Lateral Spreading: The project site is not located within an area identified as having potential for landslides. Further, the project site is in a densely developed area of the City and there are no known nearby landslides, nor is the project site in the path of any known or potential landslides. As the probability of landslides, including seismically induced landslides, is very low at the project site, no impact would occur. Since the project site is relatively flat and not located in an area identified as having potential for landslides, the likelihood of lateral spreading would be very low, and no impact would occur.

Seismic-Induced Settlement: Some seismically induced settlement of structures within the project site are expected as a result of strong ground shaking. However, due to the uniform nature of the underlying geologic materials, excessive differential settlements are not expected to occur. Therefore, the project would not cause or accelerate geologic hazards related to seismically induced settlement, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seismically induced settlement would be less than significant and no mitigation measures are required.

Subsidence: Groundwater and petroleum are not currently being extracted from the project site and would not be extracted as part of the project. Thus,

subsidence as a result of such activities would not occur. As such, earth materials underlying the project site would not be subject to subsidence, and impacts associated with subsidence would be less than significant.

Soil Stability: Between 2.5 and 6 feet of existing fill materials was encountered during exploration at the project site, which due to the variable nature and the varying depths of the existing fill materials, the existing fill materials are considered to be unsuitable for support of the proposed foundations, floor slabs, or additional fill. However, excavation of the project site to depths of 45 to 50 feet to construct the four-level subterranean parking structure would remove the existing fill materials and expose the underlying dense native soils, and the foundations for the project would be on the underlying dense native soils as recommended in the Preliminary Geotechnical Engineering Investigation. Additionally, the on-site soil materials have a moderate potential to be expansive, and as a result, the Preliminary Geotechnical Engineering Investigation recommends reinforcing the foundation design and slabs-on-grade, which the project would be required to incorporate. The Preliminary Geotechnical Investigation recommends that the proposed residential building be supported on a mat foundation in the underlying dense native soils and the proposed office buildings be supported on conventional foundations. Based upon the exploration, laboratory testing, and research, the geotechnical engineer concluded that the proposed project is feasible from a geotechnical engineering standpoint provided the advice and recommendations presented in the Preliminary Geotechnical Engineering Investigation are followed and implemented during construction. In accordance with the recommendations of the Preliminary Geotechnical Engineering Investigation and the preparation and approval of a Final Geotechnical Engineering Investigation Report, the project would not cause or accelerate geologic hazards related to unstable soils that would become unstable as a result of the project and potentially cause collapse. Therefore, impacts associated with unstable soils would be less than significant.

Groundwater: Groundwater was encountered at depths between 41 and 46 feet below the existing ground surface. According to the Preliminary Geotechnical Engineering Investigation, excavation for a four-level subterranean parking structure would require shoring and dewatering measures to provide a stable and dry excavation due to the depth of the proposed excavation of approximately 40 to 50 feet. The study recommends that the project be designed for hydrostatic pressure and the proposed subterranean retaining wall be designed for a full hydrostatic pressure based on the ground surface elevation. With implementation of the recommendations of the Preliminary Geotechnical Engineering Investigation and the preparation and approval of a Final Geotechnical Engineering Investigation, the project would not cause or accelerate geologic hazards related to unstable soils, which would become unstable as a result of the project, and potentially result collapse. Therefore, impacts associated with

unstable soils would be less than significant. If the parking structure is designed to three levels of underground parking and excavation depths are above the water table (historic high groundwater elevation of 297.0 feet, approximately 40 feet below the existing site grade), hydrostatic pressure design may not be required.

4. Expansive Soils

According to Preliminary Geotechnical Engineering Investigation, the onsite soil materials have a moderate potential to be expansive (i.e., to increase in volume from absorption of water and to shrink when dried out). However, construction of the project would be required to comply with the City UBC (2014 Amendments) and the 2013 California Building Code, which include building foundation requirements appropriate to site-specific conditions. With compliance with the Los Angeles Building Code and implementation of all site-specific requirements identified in the Preliminary Geotechnical Engineering Investigation and compliance with regulatory requirements, impacts associated with expansive soils would be less than significant.

5. Geologic Hazards (L.A. CEQA Thresholds Guide)

project impacts would be the same as described under finding (1). Please see that discussion. As discussed in that finding, the project would not significantly impact archaeological resources.

6. Sedimentation or Erosion (L.A. CEQA Thresholds Guide)

project impacts would be the same as described under finding (2). Please see that discussion. As discussed in that finding, the project would not significantly impact archaeological resources.

7. Alteration of Geologic Features (L.A. CEQA Thresholds Guide)

The project site is relatively flat and is developed with three single-story commercial buildings, a surface parking area, and a lawn area. The project site does not contain any hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Therefore, no construction or operation impact would occur.

8. Cumulative Impacts

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. In addition, City regulations and building codes require the consideration of seismic loads in structural design. For these reasons, project implementation is not expected to result in a considerable contribution to cumulatively significant impacts related to substantial damage from fault rupture or seismic ground shaking to structures, infrastructure, or human safety, when considered together with the related projects.

The nearest related project that could be under construction concurrently with the project and have the potential to contribute to cumulative soil erosion impacts is Related project No. 37 (Fountain and Cahuenga Mixed Use). The location of Related project No. 37 is approximately 90 feet west of the project site across Ivar Avenue and Cahuenga Boulevard, and as the related project also includes demolition, grading, and excavation activities, its construction activities would temporarily expose soils similar to the proposed project. The concurrent development of this project could contribute to cumulative geologic hazards related to soil erosion, shoring and other soil and foundation issues. However, similar to the project, LAMC standards for shoring, SCAQMD's requirements for dust control, and Regional Water Quality Control Board regulations pertaining to surface water runoff and water quality (which would require BMPs) for construction projects greater and smaller than one acre of disturbance), would prevent significant cumulative impacts related to erosion and other geological impacts. Therefore, cumulative impacts would be less than significant.

F. Greenhouse Gas Emissions

1. Generation of Greenhouse Gases

Total GHG emissions from all construction phases for off-road and on-road emissions are 896 and 2,589 MT CO2e, respectively. When amortized over 30-year project lifetime, the construction GHG emissions are 116 MT CO2e/year.

The change in vegetation at the project site results in a one-time net sequestration of carbon. The project CO2e sequestered emissions was estimated to be 3.23 MTCO2e. In other words, the project is estimated to sequester a total of 3.23 MTCO2e or 0.11 MTCO2e per year if amortized over a 30-year project lifetime.

The CO2e emissions from electricity and natural gas uses were estimated to be 2,656 and 364 MTCO2e/year, respectively, or 3,020 MTCO2e/year total.

Additionally, energy use (i.e., electricity and natural gas) by swimming pools is calculated from the City of Oakland Energy Efficient Commercial Pool Program Preliminary Facility Reports. The estimated emissions from the swimming pools is 21 MTCO2e/year.

The project was estimated to have 52 and 38 Mgal/year (million gallons per year) of indoor and outdoor water use and was estimated to result in 492 MTCO2e/year.

The project was estimated to generate 556 tons/year of solid waste and was estimated to result in 253 MTCO2e/year.

The project was estimated to generate approximately 14,238,416 VMT/year

and was estimated to result in 5,666 MTCO2e/year. The mobile source emissions include customer trips as evaluated by CalEEModTM. The project was estimated to generate approximately 8,627,961 VMT/year. The estimated mobile source emissions if the customer trips are excluded are 3,433 MTCO2e/year.

The emissions for the project are estimated to be 9,620 metric tons (MT) CO2e/year and the project's efficiency metric is estimated to be 3.91 MT/year CO2e per service population. Therefore, the project would result in less-than-significant impacts as it would generate GHG emissions that are below the SCAQMD draft efficiency target of 4.8 MT/year CO2e per service population.

The project would result in a less-than-significant impact to GHG emissions, as the project would be consistent with the State's programs to achieve specific GHG emissions reductions, as reflected in the assumptions set forth above. Furthermore, many of the project design features listed throughout Section IV.N (Utilities and Energy) would support the reduction of GHG emissions, including LEED Gold certification for the proposed office buildings and LEED Silver certification for the proposed residential building. Nonetheless, mitigation measure MM GHG-1 is recommended to further reduce the less-than-significant impact and reflect good planning practices currently promoted by the City.

2. Conflict With Applicable Plans or Regulations

The project would have an efficiency of 3.91 MTCO2e of GHGs per service population. Therefore, the project would be consistent with the goals of AB 32. Further, the project would be consistent with other plans, guidelines, and regulations, including the 2013 Title 24 CALGreen Code and the LA Green Building Code, and Green LA. Based on this information, the project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. Therefore, the impact of the project would be less than significant.

3. Cumulative Impacts

The impact of the proposed project in addition to the related projects are not directly relevant to the determination of a cumulative impact because of the complex physical, chemical, and atmospheric mechanisms involved in global climate change. Similar to the proposed project, the related projects are reasonably anticipated to demonstrate compliance with applicable plans, policies, and guidelines addressing GHG emissions and climate change, which would further reduce GHG emissions to the extent feasible and appropriate. Furthermore, the GHG emissions from the project and the related projects would be negligible compared to the State or global GHG emissions. As such, the GHG emissions of the project in combination with

the related projects would not result in a cumulatively significant impact.

G. Hazards and Hazardous Materials

1. Transport, Use, or Disposal of Hazardous Materials

Project Construction: Construction of the project would involve the use of those hazardous materials that are typically necessary for construction of commercial development (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). The transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, State, and federal regulations governing such activities. Therefore, the project would not create a significant hazard related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant.

Project Operations: The types of potentially hazardous materials associated with operation of the project include cleaning solvents used for janitorial purposes, materials used for landscaping, and materials used for maintenance. However, all potentially hazardous materials transported, stored, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. With compliance with existing local, State, and federal regulations, the transport, storage and sale of these materials would not pose a significant hazard to the public or the environment. Therefore, project impacts would be less than significant.

2. Hazardous Materials Site

None of the database listings that include the project site are considered to be an environmental concern as no violations were noted and the databases on which the project site appears are for permitting/documentation purposes rather than for a noted hazardous release. Therefore, the project site does not consist of a hazardous material site pursuant to Government Code Section 65962.5, and the project would not create a significant hazard to the public or the environment. As such, the impact during construction would be less than significant.

3. Emergency Response

The project is not located on or near an adopted emergency response plan. A project-specific emergency response plan would be submitted to the LAFD during review of plans as part of the building permit process. Furthermore, no permanent road closures are anticipated as a result of the operation of the project. Moreover, the project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Therefore, the operation of the project would

result in a less-than-significant impact on emergency response or evacuation plans.

H. Hydrology and Water Quality

1. Water Quality Standards or Waste Discharge Requirements

Project Construction: As discussed in Section IV.G (Hazards and Hazardous Materials) of the Draft EIR, elevated concentrations of tetrachloroethene (PCE) above regulatory standards were discovered in soil and soil gas in areas on the project site reportedly used to store solvents used for film cleaning. During demolition, the mitigation measures listed in Section IV.G would be implemented, which would reduce the impact with respect to hazardous materials to a less-than-significant level. With respect to water quality, the implementation of the mitigation measures in listed in Section IV.G would ensure that this potential source of stormwater pollution would be reduced.

During construction, the project site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. All hazardous materials are to be stored, labeled and used in accordance with the U.S. Occupational Safety and Health Administration (OSHA) regulations. These regulations for routine handling and storing of hazardous materials effectively control the potential pollution of stormwater by these materials.

The project stormwater pollution prevention plan (SWPPP) will identify potential pollutant sources that may affect the quality of discharge associated with construction activity, identify non-storm water discharges, and provide design features to effectively prohibit the entry of pollutants into the public storm drain system during construction. When properly designed and implemented, these BMPs would ensure that short-term construction-related water quality impacts would be less than significant.

Project Operations: The project is required to comply with the MS4 Permit, SUSMP, and City of Los Angeles LID Ordinance to retain and treat storm water and prevent additional flows to City's Storm Water Drainage System. Per the latest LID guidelines, new construction developments must treat stormwater through infiltration, capture and reuse, or biofiltration. The project proposes to use biofiltration planter boxes on site to treat stormwater as well as to capture stormwater for its reuse on site in landscaping. With compliance with the MS4 Permit, SUSMP, and LID Ordinance, operational water quality impacts would be less than significant.

2. Groundwater Supplies

Project Construction: Groundwater was encountered in borings drilled at depths of 41 and 46 feet below the ground surface. Therefore, the excavation of the project's subterranean parking structure could encounter the groundwater table. As such, a dewatering plan would be employed during excavation activities. Once the water is drawn down, construction could be completed in moist but not saturated soils. The buildings would be designed to be compatible with the water table without requiring any operational pumping (i.e., designed for hydrostatic pressure as recommended by the geotechnical engineer for the project). Since the project would be designed for hydrostatic pressure (i.e., designed to withstand the pressure exerted by the groundwater), following construction of the buildings, the pumps and water discharge would be discontinued.. As such, the project would not result in significant impacts related to the availability of groundwater and would not result in the alteration of groundwater flows. Therefore, construction impacts to groundwater would be less than significant.

Project Operations: The project is designed to capture stormwater in cisterns, filter the water through biofilters, then discharge the water into storm drains within 72 hours of capture. While the project would increase the amount of impermeable surfaces at the project site, no adverse change in groundwater recharge capacity is expected with project operation because such change would be comparatively negligible from the existing condition to the project condition due to the urbanized setting of the project site and limited recharge potential of the site in its existing condition. Accordingly, operational impacts to groundwater would be less than significant.

3. Erosion and Siltation

Project Construction: No river or stream traverses the project site, nor would the project alter an existing off-site river or stream. During project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed under the General Construction Activity Stormwater Permit, including implementation of a SWPPP, and the MS4 Permit. With implementation of the required BMPs, drainage impacts during construction would be less than significant.

Project Operations: The project would be required to comply with the requirements of the SUSMP, MS4 permit and LID Ordinance, which would reduce the volume of runoff from the project site after the project is constructed. The project would not modify the surrounding streets with respect to the manner in which they convey storm runoff to the City storm drain system, and would have no effect on regional facilities. Similar to existing conditions, runoff from the project would drain via sheetflow in a southerly direction toward the city streets. Therefore, the operational impact on drainage patterns with respect to the potential for erosion or siltation

would be less than significant.

4. Flooding

Project Construction: project construction would result in a temporary alteration of the existing on-site drainage pattern due to demolition activities, land cover and excavation. However, these changes would not result in a substantial increase in the rate or amount of surface runoff that could result in flooding due to stringent controls imposed under the General Construction Activity Stormwater Permit, including implementation of a SWPPP, and the MS4 Permit. With implementation of the required BMPs, drainage impacts during construction will be less than significant.

Project Operations: The project is required to comply with the requirements of the SUSMP, MS4 permit and LID Ordinance, which would reduce the volume of runoff from the project site after the project is constructed. The project would not modify the surrounding streets with respect to the manner in which they convey storm runoff to the City storm drain system, and would have no effect on regional facilities. While the project would increase the amount of impermeable surfaces at the project site, similar to existing conditions, runoff from the project would drain via sheetflow in a southerly direction toward the City streets; however, the stormwater would be better managed by a cohesive drainage treatment and conveyance design throughout the project site, which is currently not present. Additionally, the project would capture stormwater for on-site landscaping. The proposed landscaping would include biofiltration to treat the stormwater prior to discharge into the City's existing storm water drainage system. Therefore, the operational impact on drainage patterns with respect to the potential for flooding will be less than significant.

5. Stormwater Drainage Systems or Pollution

The project will not substantially increase the amount of surface runoff from the project site. The project is required to prepare a SWPPP to prevent runoff and water quality impacts during construction as well as comply with the SUSMP and MS4 Permit. Moreover, the project will comply with the LID Ordinance. Therefore, stormwater runoff from the project site is not expected to exceed the capacity of the existing or planned stormwater drainage systems. However, should the City determine improvements to the stormwater drainage system are necessary during the permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the project either on-site of off-site within the right-of-way. The stormwater drainage infrastructure construction activities would be temporary and of short duration, and would not result in significant environmental impacts. Furthermore, as the project will manage, capture, and treat runoff, as required by regulatory compliance, implementation of the project would represent an improvement in water

quality from the existing conditions because runoff currently sheetflows along various land cover untreated to the drainage system. Thus, a less-than-significant impact would occur with respect to surface runoff volume during operation.

6. Water Quality

With implementation of regulatory requirements discussed in findings (1) – (5), water quality impacts associated with the construction and operation of the project would be less than significant. Additionally, the project proposes a mix of residential and commercial land uses, which does not represent the type of use that would otherwise degrade water quality (e.g., an industrial land use could adversely affect water quality). No other water quality impacts would occur.

7. Flooding – Dam Failure

The project site is within the inundation boundaries of the Hollywood Reservoir. However, according to the FEMA Flood Insurance Rate map program, the project site is located in Zone X, and, therefore, outside of the 50-year annual chance floodplain. Zone X refers to areas outside of the flood zone. Furthermore, the Hollywood Reservoir is impounded behind the Mulholland Dam. Based on the operating history of the dam, the continuous scrutiny by LADWP and the potential for controlled release in the event of a developing problem that would not disrupt the City's water supply, the potential for catastrophic failure of the dam, and the resulting inundation of the downstream area, is extremely low. As such, impacts related to potential inundation from the failure of a levee or dam will be less than significant.

8. Flooding – 50-Year Storm (L.A. CEQA Thresholds Guide)

As discussed in finding (7), the project site is in Flood Zone X and, therefore, outside of the 50-year annual chance floodplain. As such, the project would not be impacted by flooding which could harm people or damage property or sensitive biological resources. As such, there would be no impact during construction or operation.

9. Water Body (L.A. CEQA Thresholds Guide)

There are no lakes, rivers, or streams that flow within, through, or near the project site. No ephemeral ponds exist on the project site. As discussed under findings (4) and (5), the project would not substantially increase the amount of surface runoff from the project site. Therefore, the project would not reduce or increase the amount of surface water in a water body and there would be no impact.

10. Water Flow (L.A. CEQA Thresholds Guide)

The impact during construction and operation for not result in a permanent adverse change in the movement of surface water sufficient to produce a substantial change in the current or direction of water flow, as more thoroughly described under findings (4), (5), and (6) above. As indicated therein, impacts to drainage patterns and runoff will be less than significant.

11. Discharges That Create Pollution, Contamination or Nuisance, or a Violation of Water Quality Standards (L.A. CEQA Thresholds Guide)

The impact during construction and operation of the project with respect to discharges that could create pollution, contamination or nuisance would be comparable to that which is described under finding (1) above. As indicated therein, impacts to water quality would be less than significant with compliance with the MS4 Permit, SWPPP, SUSMP, and the City's LID Ordinance.

12. Potable Water Levels (L.A. CEQA Thresholds Guide)

The construction of the project could encounter the groundwater table and, thus, a dewatering plan would be employed during excavation activities that would include pumps to dewater the site. However, as recommended by the geotechnical engineer, the project would be designed for hydrostatic pressure and, as a result, permanent pumping during operation of the project would not be necessary. Moreover, the project does not propose to extract groundwater nor do such activities currently occur at the project site. While the project would increase the amount of impermeable surfaces at the project site, no adverse change in groundwater recharge is expected. Construction and operational impacts will be less than significant.

13. Rate/Movement of Contaminants (L.A. CEQA Thresholds Guide)

The project would not affect the rate or change the direction of movement of existing contaminants, as more thoroughly described under findings (4), (5), and (6) above. As indicated therein, impacts to drainage patterns and runoff will be less than significant.

14. Area of Contaminants (L.A. CEQA Thresholds Guide)

Project Construction: The project will adhere to the requirements of a General Permit, and construction associated with the project would be subject to the requirements of the MS4 Permit, which controls the quality of runoff entering municipal storm drains in the County. Accordingly, a SWPPP would be developed in compliance with SWRCB requirements and implemented during project construction, which will outline BMPs and other measures to minimize the discharge of pollutants in stormwater runoff. The SWPPP would also be subject to the City's Best Management Practices

Handbook, Part A Construction Activities. Therefore, with compliance with regulatory requirements, construction-related impacts will be less than significant with respect to expanding the area affected by contaminants.

Project Operations: Operation of the project will entail the preparation and implementation of a project-specific SUSMP meeting the requirements of the County-wide SUSMP adopted by LARWQCB, and implementation of BMPs designed to address runoff and pollutants. These BMPs would address water quality of the stormwater runoff through management, capture, and treatment of runoff from the project site. Furthermore, implementation of the project would represent an improvement in water quality from the existing condition as runoff currently sheet flows along the various land cover untreated and into the drainage system. Therefore, with compliance with regulatory requirements, operation-related impacts will be less than significant with respect to expanding the area affected by contaminants.

15. Groundwater Contamination (L.A. CEQA Thresholds Guide)

Project Construction: Because the project could encounter the groundwater table, a dewatering plan will be employed during excavation, which would include pumps to dewater the site. Also, as recommended by the geotechnical engineer, the project would be designed for hydrostatic pressure, and as a result, permanent pumping during operation of the project would not be necessary. Pumping as part of the on-site dewatering during construction would pump the water from the aquifer and into the City storm drain system so as to draw down the water table enough to allow construction to be completed. The temporary dewatering process would not introduce contamination into the groundwater. Therefore, impacts will be less than significant.

Project Operations: The project would increase the amount of impermeable surfaces at the project site because the project would develop the entire site. Stormwater would be managed, captured, and treated prior to discharge into the City's existing storm drain system. While not an adverse change, the project would not include a groundwater recharging component and, as such, would not affect the existing groundwater table or introduce contaminants to groundwater. Moreover, the water quality of the runoff would be improved with the project compared to the existing condition because runoff currently sheet flows along the various land cover untreated and into the drainage system. Therefore, impacts will be less than significant.

16. Water Quality Standards (L.A. CEQA Thresholds Guide)

The project does not involve the extraction of groundwater, nor are there wells at the project site. The project will increase the amount of impermeable surfaces at the project site because the project will develop the entire site. Stormwater would be managed, captured, and treated prior to discharge into

the City's existing storm drain system. While not an adverse change, the project will not include a groundwater recharging component and, as such, the project will not affect the existing groundwater table (save for the temporary dewatering during construction) or introduce contaminants to groundwater. Compliance with regulatory requirements would adequately address the water quality of the stormwater runoff through management, capture, and treatment of runoff from the project site, which would be conveyed to the existing stormwater drainage system. Therefore, impacts will be less than significant.

17. Cumulative Impacts

Future development of the related projects and other development within the Ballona Creek watershed could affect the amount, the rate, the velocity, and the quality of runoff within their respective local drainage areas. Whether the effects would be beneficial or adverse depends on a number of factors including the amount of pervious/impervious surfaces that would change, the duration of the construction period, the drainage improvements and BMPs that would be incorporated into the design, etc. for each of those projects. Nonetheless, similar to the project, each of the related projects and other development would be required to prepare and implement a SUSMP and undergo a review by the City to ensure compliance with the MS4 permit and the LID Ordinance, and determine what, if any, drainage improvements and BMPs would be required to ensure that the storm drain capacity of the system serving each of the related projects is adequate, that no downstream flooding would occur as a result of exceedance of stormdrain capacity, and that no significant water quality issues would result. As discussed above, with compliance with applicable regulatory requirements, the project would not result in any significant hydrology and water quality impacts and would not contribute to a cumulatively considerable effect. Therefore, cumulative impacts related to hydrology and water quality are less than significant.

I. Land Use and Planning

1. Divide an Established Community

Project Construction: Construction of the project will not physically divide an established community because it would be built on a site that has already been developed with commercial uses within an established community. Construction equipment and vehicles would be staged on the project site to the extent feasible. Although there could be roadway and/or lane closures along the adjacent streets, detours would be provided in accordance with City standard procedures. Therefore, the construction of the project would not physically divide an established community and a less-than-significant impact would occur.

Project Operations: The project will not physically divide an established

community because it would be located on a site that has already been developed with commercial land uses within an established community. No new roadways or roadway closures are proposed as part of the project. The areas of the project site that are not currently occupied by structures are surrounded by a fence, and are inaccessible to the public. The project would provide access to the surrounding community by opening the project site to the public. Therefore, operation of the project would not physically divide an established community and no impact would occur.

2. Conflict With Applicable Land Use Plan, Policy or Regulation

Project Construction: project construction activities will follow all applicable City of Los Angeles regulations and guidelines, which would avoid conflicts with land use plans, policies, and regulations. Therefore, construction of the project would not conflict with applicable land use plans, policies and regulations, and no impact would occur.

Project Operations: The project is consistent with to the goals in the 2008 Regional Comprehensive Plan ("RCP"), including goals related to land use, housing, and air quality. The Land Use and Housing Goals of the RCP support the implementation of the Southern California Association of Government's Compass Blueprint Growth Vision Report ("Compass Growth Vision") and 2% Strategy.

The project is consistent with the Compass Growth Vision goal to improve mobility for all residents. The project will be located adjacent to and within walking distance of public transportation. In addition, the project will provide efficient access to the surrounding street system, while minimizing traffic impacts on surrounding uses.

The project is consistent with the applicable goals in the 2012-2035 Regional Transportation Plan/SCS, by locating the project within close proximity to a regional transportation hub and within a jobs rich area.

The project is consistent with the applicable goals, objectives, and policies in the General Plan Framework Element by developing a mix of land uses, which would contribute to the diversity of land uses in the Hollywood area. The project is consistent with the Framework's Long-Range Land Use Diagram (Metro), which identifies the project site as a Regional Center. The project will provide a mix of residential, retail/restaurant, and office land uses.

The project is consistent with the applicable objectives and policies in the Housing Element by providing up to 250 new multi-family residences that would be added to the citywide housing supply.

The project is consistent with the applicable policies in Hollywood Community Plan by having parking for the project located below ground that is not visible

from the surrounding roadway and providing the required open space.

The project is consistent with most of the applicable goals of the Hollywood Redevelopment project. Although the project will not be consistent with the goal regarding the retention of historic buildings due to the proposed demolition of the potentially historic building at 1341 Vine Street, the building would be documented in accordance with Historic American Building Survey standards prior to demolition.

The project is consistent with the applicable objectives of the Citywide Design Guidelines.

The project is consistent with the current C4-2D-SN zone in the Planning and Zoning Code. The proposed land uses (office, retail/restaurant, and multi-family residences) are permitted in the C4 zone.

The signage program for the project will comply with the Hollywood Signage Supplemental Use District, the LAMC, and any applicable approval processes for signage set forth therein.

The proposed office buildings will pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. The project would exceed the requirements in the City's Green Building Code.

The 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 by creating a clear separation from the roadway and from traffic. Pedestrian access will be provided via sidewalks that would surround the project site.

Overall, the project will have a less-than-significant impact with respect to consistency with applicable land use plans, policies, and regulations. Nonetheless, mitigation measure MM LU-1 is incorporated to address future concerns from residents, employees, and patrons of the project.

3. Land Use Consistency (L.A. CEQA Thresholds Guide)

As discussed in finding (2), above, the project will be consistent with standards of the Community Plan, redevelopment plan, or any specific plan for the project site. Also, the project is consistent with the General Plan and environmental goals of the City's other plans, as also discussed in finding (2). Therefore, no impact to land use consistency would occur during project construction, and a less than significant impact would occur during project operation.

4. Land Use Compatibility (L.A. CEQA Thresholds Guide)

Project Construction: Although potentially disruptive, project construction activities will be temporary and will not permanently inhibit the function of surrounding land uses. Construction activities will be conducted in accordance with City regulations and best management practices to reduce direct and indirect impacts on nearby land uses. Although there could be roadway and/or lane closures along the adjacent streets, detours will be provided in accordance with City standard procedures. However, this is not a significant impact because (1) roadway and lane closures will be temporary and (2) the residential community to the east of the project site would have alternate routes to access the rest of the Hollywood community. Therefore, the construction of the project will not substantially inhibit the function of surrounding land uses, and a less-than-significant impact will occur.

Project Operations: The project site is located in the dense community of Hollywood, which is characterized by a mix of low- to high-intensity commercial, institutional, and residential land uses that vary widely in building style and period of construction. The project site is located to the south of several notable sites on Sunset Boulevard, such as the Cinerama Dome, Arclight Hollywood Cinemas, Los Angeles Film School, Hollywood Palladium, CNN, and Amoeba Music, among others. The Academy of Motion Picture Arts and Sciences' Pickford Center for Motion Picture Study is located to the south of the project site, across Homewood Avenue. A six-story parking structure is located directly north of the project site, across De Longpre Avenue. A single-story automotive repair business is located to the west of the project site, across Ivar Avenue. A variety of single-story commercial land uses are located to the east of the project Site, across Vine Street. The building heights and massing that will be developed with the implementation of the project would create a change in the visual character of the project site from what currently exists. The project will provide a visual contrast to the current on-site structures. However, it is comparable in design and use to many of the surrounding land uses. Furthermore, the land uses associated with the function of the project (i.e., office, retail/restaurant, and residential) are very comparable to the land uses currently in the project vicinity. Therefore, the impact with respect to functional compatibility is less than significant

5. Cumulative Impacts

The study area for the land use cumulative impacts analysis includes the project site and the Hollywood Redevelopment project area. As discussed in findings (1) – (4), above, the project will not result in any significant impacts related to consistency with land use plans or the project's functional compatibility with surrounding land uses. As discussed above, the project will be generally consistent with all applicable land use regulations and policies and it would be generally compatible with surrounding land uses. The less-than-significant land use impacts associated with the project discussed above are not severe enough to result in a cumulatively

considerable impact. Therefore, the project's cumulative impact is less than significant.

J. Noise

1. Noise Standards

Project Operation - Traffic: The increase in traffic resulting from the project will increase ambient noise levels. The project will increase local noise levels by a maximum of 4.1 dBA CNEL and 4.0 dBA CNEL for the roadway segment of De Longpre Avenue between Ivar Avenue and Vine Street during the Existing Plus Project and Future With Project scenarios, respectively. This increase will not exceed the threshold of significance of a 5 dBA increase for the resulting acceptable noise level of 61 dBA CNEL. All other roadway segments during all scenarios will not experience noise level increases above 1.4 dBA CNEL. Because the increase in local noise levels at all of the roadway segments will be less than 3 dBA and 5 dBA CNEL, traffic noise impacts for all scenarios are less than significant.

With respect to the placement of residences near the intersection of Ivar Avenue and De Longpre Avenue, future roadway noise levels, with the project, fronting Ivar Avenue and De Longpre Avenue will range from 64.8 to 67.4 dBA CNEL. Thus, the proposed residences along these corridors will be exposed to noise levels that fall within the conditionally acceptable category. Exterior-to-interior reduction of newer residences with windows closed is generally 25 dBA or more with double-pane windows. Therefore, future interior noise levels will not exceed the City standard 45 dBA for the interior of residences, and this impact is less than significant.

Project Operation – Parking: The proposed parking areas have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.) 24 hours per day. As the subterranean parking will be entirely below grade and fully enclosed on all sides aside from the entrances, noise generated from within the structure will not adversely affect off-site sensitive receptors. Furthermore, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. Therefore, noise impacts associated with parking are less than significant.

Project Operation – Stationary Noise: As part of the project, new mechanical equipment, HVAC units, and exhaust fans will be installed on the roof of the proposed structures. The design of these on-site HVAC units and exhaust fans will comply with the regulations under Section 112.02 of the LAMC, which identifies any increase in ambient noise of over 5 dBA from

mechanical equipment as a noise violation. Thus, the on-site equipment will be designed such that they would be shielded, and appropriate noise-muffling devices would be installed on the equipment to reduce noise. In addition, nighttime noise limits would apply to any equipment required to operate between the hours of 10:00 P.M. and 7:00 A.M (e.g., HVAC units, exhaust fans, refrigeration, heating, pumping, and filtering equipment, etc.). As such, impacts related to stationary noise sources are less than significant.

2. Groundborne Vibration or Groundborne Noise Levels

Project Construction – Building Damage: No known historical buildings or buildings that are extremely susceptible to vibration damage within 25 feet of the project site, there is no potential for the project to generate groundborne vibration levels that exceed the threshold of 0.12 inches per second at a historical building. Thus, impacts with respect to building damage from construction vibration are less than significant.

Project Operations: The project does include any stationary equipment that would cause excessive vibration levels. Groundborne vibration at the project site and immediate vicinity currently result from heavy-duty vehicle travel (e.g., refuse trucks and transit buses) on local roadways. While the project will result in a slight increase in refuse truck activities to serve the proposed land uses at the project site, these increases would be minor and will not result in perceptible changes to future vibration levels. Furthermore, while refuse trucks will be used for the disposal of solid waste generated at the project site, these truck trips are typical for urban areas, are already occurring within the neighborhood, and only occur once a week. Similarly, the number of transit buses that travel along adjacent roadways would also not substantially increase due to the project because the project would use up to 1.1 percent of available transit capacity during the peak hours. Therefore, no additional lines would be needed because the project site and greater Hollywood area are well-served by existing transit opportunities. Thus, vibration impacts associated with operation of the project are less than significant.

3. Permanent Increase in Ambient Noise Levels

Construction of the project would not result in a substantial permanent increase in ambient noise levels because construction-related noise will be temporary. Moreover, operation of the project would not result in a substantial permanent increase in ambient noise levels because, as more thoroughly described under findings (1) above, the project is subject to regulatory standards, is designed to minimize noise impacts, and will not generate traffic that would result in significant noise. Thus, as indicated in finding (1), the project will not result in a substantial permanent increase in ambient noise, and impacts are less than significant.

4. Temporary Increase in Ambient Noise Levels

Project Operations: As discussed in finding (1), above, the noise impact during operation of the project would not result in significant temporary or periodic ambient noise level increases.

5. Construction Noise – 5 dBA Increase Between Certain Hours (L.A. CEQA Thresholds Guide)

As required by City regulations, construction and demolition would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays. Therefore, the project's construction activity would not result in a 5 dBA increase at noise-sensitive uses between evening and nighttime hours (9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday) as no construction activities would be undertaken at these times, and this impact is less than significant.

6. 3 dBA Increase Within the "Normally Unacceptable" or "Clearly Unacceptable" Categories From Project Operations (L.A. CEQA Thresholds Guide)

As discussed in finding (1), above, operation of the project would not result in a noise increase that would exceed applicable standards because, as more thoroughly described under findings (1) above, the project is subject to regulatory standards, is designed to minimize noise impacts, and will not generate traffic that would result in significant noise. Thus, as indicated in finding (1), impacts are less than significant.

7. Cumulative Impacts

Cumulative mobile source noise impacts will occur primarily as a result of increased traffic on local roadways due to the project, ambient growth, and related projects. As shown in Draft EIR Table IV.J-12, there will be an increase in cumulative roadway noise levels with the project, as local noise levels would increase by a maximum of 4.2 dBA CNEL at the roadway segment of De Longpre Avenue between Ivar Avenue and Vine Street. This increase would not exceed 5 dBA; the resulting noise level would be 61.1 dBA CNEL. All other roadway segments during all scenarios will not experience cumulative noise level increases above 1.7 dBA CNEL. As the increase in roadway noise will not exceed the 3.0 dBA CNEL and 5.0 dBA CNEL thresholds at any of the study roadway segments, the noise increase would not be considerable, and the cumulative operational noise impact will be less than significant.

K. Population, Housing and Employment

1. Population Growth

Project Construction: Construction of the project will increase employment opportunities in the construction field, which could increase residential population and demand for housing in the vicinity of the project site. It is likely that the skilled workers anticipated to work on the project already reside within the region and would not need to relocate as a result of employment. As such, construction activity associated with the project will not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout not result in an adverse physical change in the environment; and would not introduce unplanned infrastructure that was not previously evaluated in the adopted City General Plan. Therefore, housing, population, and employment impacts associated with the construction of the project are less than significant.

Project Operations – Infrastructure: The project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses), nor indirectly by introducing unplanned infrastructure or accelerate development in an undeveloped area. The project site is located in a heavily urbanized area of Hollywood and is already developed. Therefore, the construction of a growth-inducing roadway or other infrastructure is not required. As the project would be supported by the existing infrastructure, indirect population growth impacts are less than significant.

Project Operations – Employment: The project will increase the number of employees on the project site. This increase would be within the parameters of SCAG's forecast in the City of Los Angeles. This projected employment growth would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels, and would not result in an adverse physical change in the environment, or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan. Therefore, any impacts associated with projected employment growth resulting from the project are less than significant.

Project Operations – Housing: The project will result in an increase of employees on the project site, which could result in induced housing growth on and in the vicinity of the project site as employees may choose to relocate closer to their jobs. Moreover, the project site and greater Hollywood area is well-served by existing transit options, which would be readily available for employees to use to commute to and from their jobs at the project site. Even so, the project's potential to induce housing growth from the net increase in employees on the project site is not considered to be significant due to the readily available local labor force, existing transit opportunities to the project site, and the existing and forthcoming housing stock available within the

Hollywood community and the City. The additional 250 housing units proposed to be developed are within the SCAG's anticipated growth, representing approximately 0.17 percent of the citywide total housing growth for the period of 2008 to 2020. Therefore, the project is within the projections for housing unit growth Citywide. As such, impacts related to housing growth are less than significant.

Project Operations – Population: Approximately 538 new residents would occupy the 250 units (2.15 x 250) on the project site. The addition of these new residents is within the SCAG growth projection, representing approximately 0.11 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.08 percent of the Citywide total growth for the period of 2020 to 2035. Since the population growth associated with the project is within the projected growth for the City of Los Angeles subregion, impacts related to population growth are considered less than significant.

2. Growth or Accelerate Development or Introduced Unplanned Infrastructure (L.A. CEQA Thresholds Guide)

As discussed in finding (1), above, while the project will increase population and housing in the Hollywood community, the project is consistent with employment, population, and housing forecasts and, therefore, will result in less-than-significant impacts. Additionally, the project is located in a developed area and would not in and of itself accelerate growth in such a way as to result in an adverse physical change in the environment because the project will redevelop a property that is already urbanized, and, similarly, will not introduce unplanned infrastructure. Furthermore, existing and anticipated growth in the Hollywood community would not be materially affected without the implementation of the project. Therefore, impacts with respect to population and housing growth are less than significant.

3. Population and Housing Displacement (L.A. CEQA Thresholds Guide)

The project site does not contain residences and, thus, implementation of the project will not result in the displacement of persons or existing housing. The project proposes up to 250 multi-family residential units, which is within Citywide projections for housing growth. The project is consistent with the existing land use designation and zoning at the site, which permits multi-family residential housing, and the project site is near existing single- and multi-family residential land uses in the Hollywood community. Thus, the project's housing component is appropriate for the site and area. Furthermore, as discussed in detail in Section IV.I (Land Use and Planning) of the Draft EIR, the project is consistent with applicable land use plans and policies, such as the current Citywide Framework and Housing Elements, the Hollywood Redevelopment project, and the Regional Comprehensive Plan. Therefore, impacts are be less than significant.

4. Cumulative Impacts

Employment: The project will result in a net increase in employment on the project site of up to approximately 1,048 employees. Employment projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section III (Environmental Setting) of this EIR and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. According to SCAG's adopted 2012 growth forecast, the City is projected to increase in employment opportunities by approximately 4.8 percent from 2008 to 2020 to 1,817,700 jobs and increase by approximately 4.9 percent from 2020 to 2035 to 1,906,800 jobs. The project, in combination with the related projects with retail/commercial components, is part of this anticipated growth projection for employment opportunities. Furthermore, SCAG periodically updates its employment projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative employment growth associated with the project and other development within the City of Los Angeles subregion will not contribute to a cumulatively considerable effect with respect to employment growth (i.e., will not result in employment opportunity at a rate not already anticipated at the regional and local level). Therefore, cumulative impacts are less than significant.

Housing: The project will result in an increase of 250 residences. Housing projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section III (Environmental Setting) of this EIR and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. According to SCAG's adopted 2012 growth forecast, the City is projected to increase in housing by approximately 11.1 percent from 2008 to 2020 to 1,455,700 households and increase by approximately 11.7 percent from 2020 to 2035 to 1,626,600 households. The project, in combination with the related projects with residential components, are part of this anticipated growth projection for households. Furthermore, SCAG periodically updates its housing projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative housing growth associated with the project and other development within the City of Los Angeles subregion will not contribute to a cumulatively considerable effect with respect to housing growth (i.e., will not result in housing growth at a rate not already anticipated at the regional and local level). Therefore, cumulative impacts are less than significant.

Population: The project is expected to accommodate approximately 538 new residents. Population projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section III (Environmental Setting) of this EIR and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. According to SCAG's adopted 2012 growth forecast, the City is projected to increase in population by approximately 5.9 percent from 2008 to 2020 to 3,991,700 persons and increase by approximately 8.2 percent from 2020 to 2035 to 4,320,600 persons. The project, in combination with the related projects with residential components, is part of this anticipated population growth. Furthermore, SCAG periodically updates its population projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative population growth associated with the project and other development within the City of Los Angeles subregion will not contribute to a cumulatively considerable effect with respect to population growth (i.e., will not result in population growth at a rate not already anticipated at the regional and local level). Therefore, cumulative impacts are less than significant.

L. Public Services and Recreation

1. Fire Protection

(i) New or Altered Facilities

Project Construction: Construction on the project site will increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. However, these impacts are considered to be less than significant for the following reasons: emergency access would be maintained to the project site during construction through marked emergency access points approved by the LAFD; construction impacts are temporary in nature and do not cause lasting effects to impact LAFD fire protection services; partial lane closures, if determined to be necessary, would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic; and the project would be required to prepare a Construction Staging and Traffic Management Plan that would address traffic and access control during construction. Accordingly, project construction will not affect fire fighting and emergency services to the extent that new, expanded, consolidated, or relocated fire facilities would be needed in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Also, the project includes PDF PS-1, which would further lessen the potential for any impacts during construction. Therefore, construction-

related impacts on fire protection services are less than significant.

The City finds that Project Design Feature PDF-PS-1, which is incorporated into the project and is incorporated into these findings as though fully set forth herein, would reduce the potential fire protection services impacts of the project.

Project Operations – Fire Flow: The minimum fire flow requirement for the project based on correspondence with LAFD would be at least 9,000 gpm flowing from four hydrants at the same time; however, this amount is subject to a field inspection of the general area as well as the project, and could increase. A minimum residual water pressure of 20 pounds PSI is to remain in the water system while the required gpm of water is flowing. The final fire flow required for the project will be established by the LAFD during its review of the project plot plan, prior to the issuance of a building permit by the City. The plot plan is required to identify the minimum fire flow requirements and the location of fire hydrants. Approval of this plot plan, and implementation of the Regulatory Compliance Measures, will ensure the requisite fire flow for the project site. Therefore, impacts related to fire flow are less than significant.

Project Operations – Response Times: Response times will not be greatly affected, as emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, upon completion of the project, the LAFD will be provided with a diagram of each portion of the property, and this diagram would include access routes and any additional information that may facilitate LAFD response to the project site. Therefore, project impacts related to response times are less than significant.

Project Operations – Emergency Access: Emergency vehicle access to the project site will continue to be provided from major roadways adjacent to the project site including De Longpre Avenue, Vine Street, Homewood Avenue, and Ivar Avenue. All circulation improvements that are proposed for the project site would comply with the Fire Code, including any additional access requirements of the LAFD. Emergency access to the project site would be maintained at all times. Based on the project's proposed circulation plan and the above considerations, it is anticipated that the LAFD would be able to respond to emergency calls within the established response time. Therefore, impacts related to emergency access are less than significant.

Project Operations – Fire Protection and Safety: The project would be built in compliance with the codes and ordinances found in the City General Plan Framework Element and Safety Element, LAMC high-rise fire code guidelines, and the Division 7 Building Code pertaining to fire-resistant building materials and smoke control. The following safety measures would be implemented with the guidance of the LAFD, which ensures that project

impacts are less than significant.

- Building Design: Fire resistant doors and materials, as well as walkways, stairwells and elevator systems (including emergency and fire control elevators) that meet code requirements.

- Fire Safety Features: Installation of automatic sprinkler systems, rooftop emergency helicopter landing facility, smoke detectors, and appropriate signage and internal exit routes to facilitate a building evacuation; as well as a fire alarm system, building emergency communication system, and a smoke control system.

- Emergency Safety Provisions: Implementation of an Emergency Plan in accordance with LAMC Section 57.409. The Emergency Plan would establish dedicated personnel and emergency procedures to assist the LAFD during an emergency incident; establish a drill procedure to prepare for emergency incidents; establish on on-site Emergency Assistance Center; and establish procedures to be followed during an emergency incident. There would also be provision of on-site emergency equipment and emergency training for personnel to reduce the impacts on the need for emergency medical services.

- LAFD Access: Access for LAFD apparatus and personnel to the project site would be in accordance with the LAFD requirements, inclusive of standards regarding fire lane widths and weight capacities needed to support fire fighting vehicles, markings, on-site vehicle restrictions to ensure safe access, minimum turning radius as determined by LAFD, turnaround provisions for dead-end fire apparatus access roads, and adequate access to fire hydrants.

(ii) <u>New Facilities or Expansion, Consolidation, or Relocation (L.A. CEQA Thresholds Guide)</u>

As discussed above in finding (1)(i), project construction will not affect firefighting and emergency services to the extent that new, expanded, consolidated, or relocated fire facilities would be needed in order to main acceptable service ratios, response times, or other performance objectives of the LAFD. Thus, construction-related impacts would be less than significant. Additionally, regarding the project's operation, impacts related to fire flow, response distance/times, emergency access, and fire protection and safety would be less than significant. Therefore, construction- and operation-related impacts to fire protection will be less than significant and the project will not result in a need for a new or expanded fire station.

(iii) <u>Cumulative Impacts</u>

The project, in combination with the construction and operation of the 68 related projects located within the service areas of these stations, will result in additional residents and commercial land uses within these service areas. It is anticipated that the additional population and commercial activity will increase the demand for fire protection in the service areas for LAFD Fire Stations 27, 41, and 82. However, any related project that exceeds the maximum applicable response distance standards of LAMC Fire Code Section 57.507.3.3 or are considered high-rise structures exceeding 75 feet in height under Fire Code Section 57.4705, would be required to install automatic fire sprinkler systems. In addition, each of the related projects would be subject to LAFD review of site plans, hydrant locations, and fire flow requirements.

In addition to the capabilities of the local fire stations serving the project site and surrounding areas, including the related projects, growth in residential population and commercial development throughout the City could increase demand for LAFD staffing, equipment, and facilities. These demands are met by LAFD within the constraints of available resources, as well as through the allocation of resources between LAFD and other City departments, which is accomplished through the City's annual programming and budgeting processes. Through implementation of the existing management and regulatory requirements, the cumulative demand for fire protection is identified and addressed to the satisfaction of the City's elected leadership. Therefore, the project, in combination with demand for fire protection services citywide, will not result in a significant cumulative effect. Cumulative impacts related to fire protection are less than significant.

2. Police Protection

(i) New or Altered Facilities

Project Construction: Developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site, which would be part of the project as a design feature (see PDF PS-1). Deployment of on-site security guards is also an effective strategy in preventing crime during a project's construction, and the provision for at least one roving security guard during non-working hours for duration of the construction period would be part of the project as a design feature (see PDF PS-1). While there is the potential for the construction of the project to increase the demand for police protection services, the project would provide security fencing and at least one guard to the site during the construction process. Therefore, construction impacts as they relate to increased demand for police services during construction of the project are less than significant.

Traffic generated by construction workers and trucks would occur primarily during off-peak hours. Emergency access would be maintained to the

project site during construction through marked emergency access points approved by the LAPD, and the project would implement a CSTMP. Therefore, traffic impacts (as they relate to response times) to police services during construction of the project are less than significant.

Project Operations – Officer Ratio: The design of the project includes crime prevention features, such as nighttime security lighting, secured parking facilities, and on-site security service incorporated as a design feature (see PDF PS-1). With implementation of these design features, in coordination with the LAPD and the California Department of Alcoholic Beverage Control, the project would result in a less-than-significant operational impact on police protection services.

Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controls would be used to limit public access. The building and layout design of the project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive.

Additionally, the LAPD would review the project design and provide guidance on design features that would minimize the opportunity for crime, thus reducing the demand on police protection services. Also, prior to the issuance of any licenses permitting the sale of alcoholic beverages, the California Department of Alcoholic Beverage Control would be responsible for imposing conditions specific to the sale or distribution of alcoholic beverages, further reducing the demand on police protection services. Overall, no new or expanded police station is anticipated to be needed as a result of the project. The project's impact will be less than significant.

Project Operations – Response Time: Police units are most often in a mobile state; therefore, it is unknown precisely which route the LAPD will use to access the project site when responding to an emergency call. Thus, a police unit accessing the project site from the surrounding area may or may not pass through any of the 10 impacted study intersections. This impact is not considered to be significant because response times will not be substantially affected, given that there would be significant traffic impacts at limited locations and given the availability of alternative routes within the street pattern in the area surrounding the project site. In addition, the police have a variety of options to avoid traffic, such as using sirens to clear a path of travel for driving in the lanes of opposing traffic. Furthermore, as a regulatory compliance measure, upon completion of the project, the Hollywood Area Commanding Officer will be provided with a diagram of each portion of the property, and this diagram would include access routes and any additional information that may facilitate police response to the project site. Therefore, project impacts related to response times are less than significant.

Project Operations – Emergency Access: Emergency access to the project site would be provided by the existing street system. The project will be designed and constructed in accordance with LAMC requirements to ensure proper emergency access. Therefore, impacts on emergency access are less than significant.

(ii) Significant Population Increase (L.A. CEQA Thresholds Guide)

As discussed in finding (2)(i), above, no new or expanded police station is anticipated to be needed as a result of the construction and operation of the project and impacts are less than significant.

(iii) Demand for Services (L.A. CEQA Thresholds Guide)

As discussed in finding (2)(i), above, no new or expanded police station is anticipated to be needed as a result of the construction and operation of the project and impacts are less than significant.

(iv) Security and/or Design Feature (L.A. CEQA Thresholds Guide)

As discussed in finding (2)(i), above, no new or expanded police station is anticipated to be needed as a result of the construction and operation of the project and impacts are less than significant.

(v) Cumulative Impacts

The project, in combination with the construction and operation of the 68 related projects located within the service area of the Hollywood Station, would add residents and commercial land uses to the service area. It is anticipated that the additional population and commercial land uses would increase the demand for police protection services in the Hollywood Station service area. Specifically, there would be increased demand for additional LAPD staffing, equipment, and facilities over time.

LAPD works with developers of projects to minimize demand for police services through review and coordination of project design, provision of adequate light, and on-site security measures, as warranted. The related projects are expected to have access to the expertise of the LAPD to benefit their design and operational planning, and each of the related projects would be subject to LAPD review of site plans, and security measures. Through this process, cumulative demand for police services within the Hollywood Station area would be managed, and the project, in combination with related projects, will not result in a significant cumulative impact.

In addition to the capabilities of the Hollywood Station to serve the project site and surrounding areas, including the related projects, growth in

residential population and development throughout the City could increase demand for LAPD staffing, equipment, and facilities Citywide. These demands are met by LAPD through the allocation of available resources by LAPD management to meet varying needs throughout the LAPD's Bureaus and Community Police Stations, as well as through the allocation of City resources between LAPD and other City departments, which is accomplished through the City's annual programming and budgeting processes. Through implementation of these existing management and regulatory processes, the cumulative demand for police protection is identified and addressed to the satisfaction of the City's elected leadership, and thus the project, in combination with growth in demand for police protection services. Therefore, cumulative impacts related to police protection are less than significant.

3. Schools

(i) New or Altered Facilities

It is likely that some of the students generated by the project would already reside in areas served by LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the project would be new to LAUSD. As previously discussed, all three schools serving the project site are operating under capacity. The net increase of approximately 410 new students to LAUSD schools would not result in the schools surpassing their capacity for students. Further, pursuant to State Law, payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the project's indirect impacts on schools. Therefore, impacts on the schools are less than significant.

(ii) Population Increase (L.A. CEQA Thresholds Guide)

As discussed in finding (3)(i), above, the net increase of approximately 410 new students to LAUSD schools will not result in the schools surpassing their capacity. Impacts are less than significant.

(iii) School Service Demand (L.A. CEQA Thresholds Guide)

As discussed in finding (3)(i), above, the net increase of approximately 410 new students to LAUSD schools will not result in the schools surpassing their capacity. Impacts are less than significant.

(iv) New Facilities, Major Reorganization, Major Revisions, Etc. (L.A. CEQA Thresholds Guide)

As discussed in finding (3)(i), above, the net increase of approximately 410 new students to LAUSD schools will not result in the schools surpassing their capacity. Impacts are less than significant.

(v) Reduce Demand for School (L.A. CEQA Thresholds Guide)

As discussed in finding (3)(i), above, the net increase of approximately 410 new students to LAUSD schools will not result in the schools surpassing their capacity. Impacts are less than significant.

Additionally, the project would not incorporate school features. However, as established in the State of California Government Code Section 65995, to mitigate potential school overcrowding within the LAUSD service area, developers are required to pay school fees for new construction within the boundaries of the LAUSD. Payment of this fee is considered to constitute full and complete mitigation of any school impacts associated with the project.

(vi) Cumulative Impacts

The geographic scope of the cumulative school analysis is the service area of the local LAUSD schools that would serve the project residents, which would include Selma Elementary School, Bancroft Middle School, and Hollywood Senior High School. The project, with its estimated generation of 410 net new students, in combination with the related and other future projects, is expected to increase the cumulative demand for schools in LAUSD. As discussed, the project and related projects are required to pay development impact fees to the LASUD Developer Fee office. Payment of these development fees would offset any potential cumulative impacts that could occur to LAUSD from development of the project and related projects within the LAUSD service area for the project site. Therefore, the full payment of all applicable school fees would reduce potential cumulative impacts to schools and cumulative impacts are less than significant.

4. Parks and Recreation

(i) New or Altered Facilities/Park Services

The residential component of the project includes 250 residential units and would have amenities, including a swimming pool. In accordance with LAMC Section 12.21(G)(2), the project is required to provide approximately 26,575 square feet of open space. The project will meet this requirement by providing approximately 30,570 square feet of open space in the form of public outdoor ground level plazas, an outdoor pool deck for residents, indoor multipurpose rooms for residents, and a gym for residents.

The common open space will be landscaped and would include public courtyards. The open space would provide a welcoming space for residents, employees, and the public. The paved pathway would be accessible from the street and would feature large planters with a mix of tall and short landscape elements including trees, shrubs, and drought-tolerant species.

The plaza will also include outdoor furniture, such as benches, tables, and chairs.

The standard minimum parkland-to-resident ratio provided in the City's Public Recreation Plan is four acres per 1,000 residents. Based on the parkland-to-resident ratio, the project will generate a need for approximately 0.54 additional acres of public parkland. The project will include open space and recreational facilities to serve project residents that would reduce demand for public parks. However, to alleviate the demand on City parks and recreational facilities, the Applicant would be required to pay Quimby fees to the City to satisfy its obligations under the Quimby Act and/or payment of a Dwelling Unit Construction Tax. Therefore, with the payment of Quimby fees and/or the Dwelling Unit Construction Tax, impacts to parks and recreational facilities are less than significant.

(ii) Increased Use

The project includes 250 residential units and approximately 282,800 square feet of commercial space. Due to the proposed amount, variety, and availability of open space and recreational amenities, project residents will generally use on-site open space to meet their recreational needs. Thus, while the project's estimated 538 residents can be expected to use off-site public parks and recreational facilities to some degree, the project will not cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities. In addition, to alleviate the demand on existing City parks and recreational facilities, the Applicant is required to pay Quimby fees and/or the Dwelling Unit Construction Tax, as discussed under the Regulatory Framework subsection above. Therefore, with the fulfillment of the onsite open space required by the General Plan, and payment of Quimby fees and/or the Dwelling Unit Construction Tax, project impacts to parks and recreational facilities are less than significant.

(iii) Population Increase (L.A. CEQA Thresholds Guide)

As discussed in the Draft EIR, the City estimates that there are approximately 2.15 persons per renter-occupied unit in the Hollywood Community Plan Area. Based on this average, approximately 538 new residents would occupy the 250 units (2.15 x 250) on the project site. In 2008, SCAG estimated that the City of Los Angeles subregion had a total population of 3,770,500 persons. According to SCAG, the subregional population is expected to increase by 221,200 between 2008 and 2020, with additional growth of 328,900 persons between 2020 and 2035. The addition of these new residents would be within the SCAG growth projection, representing approximately 0.11 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.08 percent of the Citywide total growth for the period of 2020 to 2035. Since the population growth associated with the project is within the projected growth for the City of Los

Angeles subregion, impacts related to park use are less than significant.

(iv) Increase Demand (L.A. CEQA Thresholds Guide)

As discussed in finding (4)(i), above, the project would include open space and recreational facilities to serve project residents, which would reduce demand for public parks. In addition, to alleviate the demand on City parks and recreational facilities, the Applicant would be required to pay Quimby fees and/or a Dwelling Unit Construction Tax, as discussed under the Regulatory Framework subsection above. Therefore, with the payment of Quimby fees and/or the Dwelling Unit Construction Tax to the City, impacts to parks and recreational facilities are less than significant.

(v) Reduce Demand (L.A. CEQA Thresholds Guide)

As discussed in finding (4)(i), above, the project would include open space and recreational facilities to serve project residents, which would reduce demand for public parks. In addition, to alleviate the demand on City parks and recreational facilities, the Applicant would be required to pay Quimby fees and/or a Dwelling Unit Construction Tax, as discussed under the Regulatory Framework subsection above. Therefore, with the payment of Quimby fees and/or the Dwelling Unit Construction Tax to the City, impacts to parks and recreational facilities are less than significant.

(vi) Cumulative Impacts

Implementation of the project in combination with the related projects would further increase demand for park and recreational facilities. Employees generated by the commercial projects would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities and would not, therefore, contribute to the future demand on parks. However, the increase in residential population from the project and related projects would increase the demand for parks and recreation facilities and further impact the shortage of park/recreational space in the Hollywood area. Future impacts on park facilities would be mitigated through the collection of park fees on new development and the provision of parkland. In accordance with State CEQA Guidelines Section 15130(a)(3), the project's contribution to the cumulative impact would be rendered less than cumulatively considerable through adherence to the City's parks fee programs for new development. Adherence to the requirements of this program would constitute implementation or funding of the project's fair share of measures designed to alleviate the cumulative impact and impacts are less than significant.

5. Libraries

(i) New or Altered Facilities

The project would be served by the Goldwyn-Hollywood Regional Branch

Library located at 1623 North Ivar Street. Measuring 19,000 square feet in size, the Goldwyn-Hollywood Regional Branch Library exceeds the proposed community branch building size criteria defining a regional branch as up to 14,500 square feet in size.

As discussed in the Draft EIR, the project is expected to generate 538 new residents. The addition of these new residents is within the growth projection for the City and less than significant. According to correspondence from LAPL, Goldwyn-Hollywood Regional Branch Library is adequately meeting the current demand and completion of the project will not have a significant impact on library services. Therefore, the impact on libraries is less than significant.

(ii) Population Increase and/or Service Demand

The City estimates that there are approximately 2.15 persons per renter-occupied unit in the Hollywood Community Plan Area. Based on this average, approximately 538 new residents would occupy the 250 units (2.15 x 250) on the project site. In 2008, SCAG estimated that the City of Los Angeles subregion had a total population of 3,770,500 persons. According to SCAG, the subregional population is expected to increase by 221,200 between 2008 and 2020, with additional growth of 328,900 persons between 2020 and 2035. The addition of these new residents would be within the SCAG growth projection, representing approximately 0.11 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.08 percent of the Citywide total growth for the period of 2020 to 2035. Since the population growth associated with the project is within the projected growth for the City of Los Angeles subregion, the demand for library services at the time of project buildout compared to the expected levels of service is be substantial.

Although the project would not include on-site library facilities, the overall project impacts related to library use is less than significant.

(iii) Cumulative Impacts

Implementation of the project, in combination with the 68 related projects, would increase demand for library services. However, the geographic scope for the cumulative impact analysis is the extent of the related projects that would be served by Goldwyn-Hollywood Regional Branch Library. As discussed above, according to LAPL, the Goldwyn-Hollywood Regional Branch Library is adequately meeting its current demand and completion of the project would not have a significant impact on library services. Even so, under Measure L, library funding is now mandated under the City Charter to be funded from property taxes, including those assessed against the project and related projects, which would increase with the new development and would be used for additional staff, books, computers, and other library

materials. Libraries are required to pay for their own direct and indirect costs as of July 2014 with this source of revenue. Moreover, this dedicated funding source is intended to address cumulative demand for library services throughout the City. Accordingly, cumulative impacts are less than significant.

M. Transportation/Circulation

1. Applicable Plan, Ordinance or Policy Regarding Circulation Performance

Project Construction: Peak hauling activity is anticipated to occur during Phase 2 when the excavation and grading for the parking garage will occur. It is anticipated that the site excavation would involve the removal of approximately 287,000 cubic yards of earth and 8,500 cubic yards of demolition debris. This phase is expected to generate an average of approximately 300 haul trucks on the peak day of activity.

A construction period trip generation analysis was conducted to estimate daily, morning and evening peak hour passenger car equivalent (PCE) trips. It was determined that the garage excavation would generate the highest number of trips within a single day with 25 workers vehicles and 300 double-belly dump trucks. On a peak construction activity day, up to 1,550 daily PCE trips are expected to occur, of which 200 PCE trips would occur during the morning peak hour and 20 PCE trips during the evening peak hour.

The peak construction activity would generate fewer daily and peak hour trips than are projected for the lower trip generating option of the project (6,218 daily trips, 494 AM peak hour trips, and 372 PM peak hour trips. The trip generation of the construction would have less of an impact on the traffic operations at the study intersections than the project options. Nonetheless, the influx of this material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks would be needed for the parking garage and the buildings.

- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.

Delivery vehicles may need to park temporarily on adjacent roadways, such as De Longpre Avenue, Ivar Avenue, or Homewood Avenue, when they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

During the early phases of construction, it is anticipated that construction

employees would park off-site. Potential off-site parking locations would be identified in the Construction Management Plan.

In the absence of measures to control the construction worker parking, the need to park workers off-site during a portion of the construction period would result in adverse impacts because it would lead to worker parking spilling over into adjacent areas. Therefore, the Construction Management Plan would prohibit on-street parking by construction workers.

Project construction is considered to be a temporary, short-term impact. The analysis of construction impacts above concluded that project construction impacts are considered less than significant. Nonetheless, mitigation measures MM TR-a1 through MM TR-a10 are recommended, including a Construction Management Plan, to ensure that project impacts are reduced and that proper measures for protecting traffic flow and access would be maintained.

Although not necessary to minimize impacts to a less than significant level, City finds that these mitigation measures have been incorporated into the project, as well as these findings.

Also, the following project design features PDF TR-2, PDF TR-3 and PDF TR-5 would be implemented, which would ensure the project avoids contributing to existing traffic congestion.

The City finds that these PDFs, which are incorporated into the project and incorporated into these findings as though fully set forth herein, reduce the potential transportation/circulation impacts of the project.

2. Applicable Congestion Management Program

The project is not expected to add 50 or more vehicle trips during the AM or PM peak hours at either of the Congestion Management Plan ("CMP") intersections (Santa Monica Boulevard/Highland Avenue and Santa Monica Boulevard/Western Avenue). Therefore, no further arterial review using CMP criteria are required. However, the two CMP arterial monitoring stations were selected as study intersections. This analysis concluded that while the identified CMP arterial intersections are expected to operate at LOS F under each condition, the project will not result in a V/C ratio increase greater than 0.02. Therefore, there will not be a significant impact related to the CMP arterial intersection under the Existing plus project or Future plus project conditions.

The CMP freeway monitoring station closest to the project site is US-101 south of Santa Monica Boulevard. The project is projected to result in an increase of 59 trips in the AM peak hour and 45 trips in the PM peak hour on US-101 south of Santa Monica Boulevard. Since fewer than 150 trips would

be added during the AM or PM peak hours in the vicinity of the study area, no further analysis of the freeway segment is required for CMP purposes.

A 15% transit credit was applied to project trip generation estimates to account for trips made to and from the project site using modes other than automobiles. These include trips on rail and bus transit, bicycle, walk, etc. The project site is located within walking distance to the Red Line station at Hollywood/Vine and in close proximity to other regional transit lines, and a wide diversity of land uses within reasonable walking distance. Consistent with this approach, the project could generate an estimated 146 transit riders in AM peak hour, and an estimated 121 transit riders in the PM peak hour. There will be a total estimated seating capacity of approximately 13,320 persons in the peak hours. The project will use up to 1.1% of available transit capacity during the peak hours.

The project and the related projects would cumulatively add new riders to the transit system. The project site and the greater Hollywood area, in general, are served by a considerable amount of transit service, including the Metro Red Line subway, numerous Rapid and local bus routes, and local DASH service. City policies encourage intensification of land use and encouragement of transit ridership in regional centers such as Hollywood that are well served by transit; therefore cumulative transit impacts are less than significant.

The project would not conflict with an applicable CMP because significant CMP arterial, CMP freeway, or transit impacts would not be created by the project. Therefore, impacts are less than significant.

3. Hazards – Design Feature

Project Construction: Construction of the project requires demolition of all existing structures, grading, and construction of buildings. Vehicle and pedestrian access will be safely maintained during construction activities. site deliveries and staging of all equipment and materials will be organized in the most efficient manner possible to avoid impacts to the neighborhood and surrounding traffic.

It may be necessary to close and/or redirect sidewalks adjacent to the project site during a portion of the construction schedule to maintain safety. As the street system surrounding the project site is a fully developed street grid and sidewalks are on both sides of the streets, pedestrians walking along Vine Street, Homewood Avenue, De Longpre Avenue, and Ivar Avenue would be redirected to the opposite side of the street.

Therefore, safety would be maintained during construction and no hazardous design features or uses would be introduced. No impact would occur.

Project Operations: Each of the analyzed driveway locations are projected to operate at acceptable LOS (LOS C or better) under future with project conditions. No hazardous design features or uses will be introduced with the project that would create significant hazards to the surrounding roadways. Therefore, no impact would occur.

4. Emergency Access

Project Construction: Construction activities have the potential to affect emergency access, by adding construction traffic to the street network and requiring partial lane closures during street improvements and utility installations. These impacts are considered to be less than significant for the following reasons:

- Emergency access will be maintained to the project site during construction through marked emergency access points approved by the LAFD.

- Construction impacts are temporary in nature and do not cause lasting effects to impact LAFD fire protection services.

- Partial lane closures, if determined to be necessary, will not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the project site, flagmen would be used to facilitate the traffic flow until construction is complete.

- The project will be required to prepare a Construction Staging and Traffic Management Plan that would address traffic and access control during construction.

Accordingly, project construction will not affect emergency access. Therefore, construction-related impacts are less than significant.

Project Operations: While the project is anticipated to affect the LOS of roadways in the project vicinity, the increases in traffic will not greatly affect emergency vehicles because the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, none of the impacted intersections listed previously are en route from Fire Station 27 to the project site and, as such, will not inhibit emergency access. Based on the project's proposed circulation plan and the above considerations, it is anticipated that the LAFD would be able to respond to emergency calls within the established response time. Therefore, impacts related to emergency access are less than significant.

5. Public Transit, Bicycle, or Pedestrian Facilities

Implementation of the project is not anticipated to involve any permanent lane closures or otherwise impact public transit service. Moreover, the project will not conflict with adopted policies, plans, or programs that support public transit, bicycle, or pedestrian performance or safety.

The project will use up to 1.1% of available transit capacity during the peak hours. However, the project site and the greater Hollywood area are served by a considerable amount of transit options, including the Metro Red Line subway, numerous Rapid and local bus routes, and local DASH service. As such, a 15% transit credit was applied to project trip generation estimates to account for trips made to and from the project site using modes other than automobiles. These include trips on rail and bus transit, bicycle, walk, etc.

Bicycle parking would be provided on the project site. Bicycle parking would be provided in accordance with the Bicycle Parking Ordinance (Ordinance No. 182,386). A total of 398 bicycle parking spaces would be provided on the project site.

Pedestrian access to the project site would continue to be provided via the sidewalk along Homewood Avenue, Vine Street, De Longpre Avenue, and Ivar Avenue. Moreover, the project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the project would not modify or conflict with any alternative transportation policies, plans, or programs, it would have no impact on such programs. Therefore, no impact would occur.

6. Congestion Management Plan Freeway Monitoring (L.A. CEQA Thresholds Guide)

As discussed above in finding (1), above, the project would not result in significant impacts to CMP freeways.

7. Neighborhood Intrusion (L.A. CEQA Thresholds Guide)

Estimated daily traffic volumes for the existing and projected future conditions are summarized in Draft EIR Table IV.M-12, Existing Neighborhood Street Daily Traffic Volume, and Draft EIR Table IV.M-13, Cumulative Neighborhood Street Daily Traffic Volume, respectively. As shown on those tables, the project will not significantly impact traffic at the analyzed segments under Existing plus Project or Future plus Project conditions by exceeding the ADT (i.e., estimated traffic volumes). Therefore, the impacts would be less than significant.

8. Project Access (L.A. CEQA Thresholds Guide)

As discussed in finding (3), above, the project would not create hazardous

access, whether during construction or operation. Therefore, impacts associated with the project are less than significant.

9. Bicycle, Pedestrian, and Vehicular Safety (L.A. CEQA Thresholds Guide)

As discussed in finding (5), above, the project would not create hazardous access, whether during construction or operation. Therefore, impacts associated with the project are less than significant.

N. Utilities and Service Systems

1. Water

(i) New or Expanded Facilities

The project would be within the growth projections of the LADWP and it is, therefore, anticipated that the LADWP would be able to meet the project's water demand. In addition, the project would comply with the City's mandatory and voluntary water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. The LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or will be, available to treat the LADWP's projected water supply, as well as the LADWP's expected water sources. The construction of treatment facilities would not be required to meet the project's water demand. Therefore, project impacts related to water treatment facilities would be less than significant.

(ii) Water Supplies

Project Construction: Water would be used during grading and earthwork primarily to reduce fugitive dust and to aid in earth compaction. The amount of water used would be nominal for such purposes and would be spread over three months during excavation of the parking garage. Since grading activity is temporary in nature, consumption would spread over three months during the grading process and, given that the LADWP has adequate supply to accommodate the anticipated water demand during construction, the impact to water services during construction of the project will be less than significant.

Project Operations – Water Supply: Compliance with the PDFs, as identified below, water conservation measures, and regulatory compliance measures, including Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Overall, the project's water demand is expected to comprise a small percentage of LADWP's existing water supplies.

The anticipated water demand from the project falls within the UWMP's projected water supplies for normal, single-dry, and multiple-day years

through 2035 and within the UWMP's 25-year water demand growth projection. Consideration of existing sources of supply, coupled with the combined effect of these actions, is expected to assure adequate water supplies for the LADWP service area through at least 2035. Therefore, the amount of new annual demand from the project (af/y) is insignificant relative to available supplies, projected growth in Los Angeles, and planned water resource development by LADWP. Furthermore, the Water Services Organization (WSO) of the LADWP anticipates it can supply the domestic needs of the project from the existing water system. Implementation of the project would not result in the need for new or expanded entitlements, and a less-than-significant impact will occur.

The City finds that Project Design Features PDF WA-1 through PDF WA-11, which are incorporated into the project and incorporated into these findings, reduce the potential water supply impacts associated with the project.

Project Operations – Water Demand: The minimum fire flow requirements for the project would be at least 9,000 gpm; however, this figure is subject to a field inspection of the general area as well as the proposed development and could potentially increase. LADWP has indicated that the fire flow requirement and associated infrastructure requirements are determined at the time of plot plan review. Should it be determined during the plot plan review that the existing fire flow at the project site is not sufficient to serve the project, and that the project would require the installation of new water lines, meters, private fire hydrants, or other fire safety features, these features would conform to the City's Fire Code and be implemented in consultation with the City of Los Angeles Fire Department. As such, project impacts related to water infrastructure and fire flow will be less than significant.

Project Operations – LEED Certification: The Applicant will pursue a Leadership in Energy and Environmental Design (LEED) certification from the Unities States Green Building Council (USGBC). Water efficiency credits for LEED certification are obtained in three categories: 1) Water Efficient Landscaping; 2) Innovative Wastewater Technologies; and 3) Water Use Reduction. The project would further reduce its potable water demand by incorporating the measures listed below:

- Installation of low flow fittings, fixtures, and equipment including low-flush toilets and urinals.
- Use of efficient irrigation system such as drip irrigation and automatic systems that use moisture sensors.
- Include self-closing valves for faucets and drinking fountains.
- Incorporate low water use or drought tolerant landscaping where appropriate.

- Water efficient ice machines, dishwashers and clothes washers and any other washing appliances.
- Public information/awareness on water conservation via bathroom stickers, table tents, etc.
- Maximize the use of water efficient technologies and practices in any new facilities.

Therefore, the project will further reduce its demand on water supply through the implementation of LEED water conservation measures. As such, the project would not result in the need for new or expanded entitlements, and a less-than-significant impact will occur.

(iii) Water Demand (L.A. CEQA Thresholds Guide)

As discussed above in finding (2), above, the LADWP prepared a WSA for the project to determine the City's ability to provide water to the project. The WSA stated that the City would be able to adequately accommodate the maximum demand for water with existing and future City water supplies. Implementation of the project would not cause a significant increase in demand for water supplies at the time of project buildout as compared to the expected level of service. Therefore, impacts to water supplies are less than significant.

(iv) Water Infrastructure Capacity (L.A. CEQA Thresholds Guide)

Water service for the project will be provided by the LADWP. The project site is serviced via an 8-inch-diameter water main beneath De Longpre Avenue, 8-inch-diameter and 12-inch-diameter mains beneath Ivar Avenue and Cahuenga Boulevard, a 6-inch-diameter main beneath Homewood Avenue, and a 10-inch-diameter main Vine Street. No new or additional water main infrastructure improvements are necessary to accommodate the project because the site is already serviced by five water mains. These existing water mains can accommodate the project's demand for water supply service. Where estimated water requirements for the project can be served by the existing water mains, water service would be provided routinely in accordance with the LADPW Rules and Regulations. The LADWP routinely replaces or repairs lines as needed. The project would be subject to the water system standards and rules set forth by LADWP. Therefore, a less-than-significant impact will occur.

(v) Projected Growth (L.A. CEQA Thresholds Guide)

The City estimates that there are approximately 2.15 persons per renter-occupied unit in the Hollywood Community Plan Area. Based on this average, approximately 538 new residents would occupy the 250 units (2.15 x 250) on the project site. In 2008, SCAG estimated that the City of Los Angeles subregion had a total population of 3,770,500 persons. According

to SCAG, the subregional population is expected to increase by 221,200 between 2008 and 2020, with additional growth of 328,900 persons between 2020 and 2035. The addition of these new residents are within the SCAG growth projection, since it only represents 0.11 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.08 percent of the Citywide total growth for the period of 2020 to 2035. Since the population growth associated with the project is within the projected growth for the City of Los Angeles subregion, impacts related to water supplies are less than significant.

(vi) Water Use Offset (L.A. CEQA Thresholds Guide)

The Applicant is responsible for upgrading any necessary water infrastructure on the project site pursuant to City requirements. Where estimated water requirements for the project can be served by the existing water mains, water service would be provided routinely in accordance with the LADPW Rules and Regulations. Furthermore, with both on-site water infrastructure improvements and the implementation of the project Design Features (PDF WA-1 through PDF WA-8), as discussed under finding (1) and incorporated into these findings, and regulatory requirements, water infrastructure would be improved and impacts on infrastructure will be less than significant.

(vii) Cumulative Impacts

The cumulative water supplies study area is the service area of the LADWP. Implementation of the project in combination with regional growth in the City would increase demand for the water supplied by the LADWP. As discussed previously, LADWP projects that it will be able to reliably provide water to its customers through the 25-year planning period covered by the adopted 2010 UWMP. As such, cumulative water supply impacts are less than significant.

The cumulative local water infrastructure study area is immediate area surrounding the project site. Through the Ten-Year Capital Improvement Program, the LADWP can provide reliable sources of water to the residents of the City of Los Angeles, as discussed previously in under Impact (a). As LADWP has indicated that there are no known infrastructure deficiencies in the project vicinity, it is anticipated that the local water infrastructure serving the project site could adequately accommodate the increased demand to serve the proposed project. Therefore, cumulative impacts to water infrastructure are less than significant.

2. Wastewater

(i) Water Treatment Requirements

The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the project area. Wastewater from the implementation of the project would be treated according to the wastewater treatment requirements enforced by the LARWQCB. The project site is located within the service area of the Hyperion Treatment Plant, which has been designed to treat up to 450 mgd to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB's discharge policies for Santa Monica Bay. Furthermore, the HTP is a public facility, and, therefore, is subject to the state's wastewater treatment requirements. As such, wastewater from the implementation of the project would be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, impacts are less than significant.

(ii) New or Expanded Facilities

Project Construction: During the project's construction phase, if temporary dewatering were required to build the subterranean parking garage, the dewatering flows would be discharged to either the local storm drain or the sanitary sewer. If discharged to the local storm drain, the project will comply with the Construction General Permit, which requires the development and implementation of a SWPPP. If discharged to the sanitary sewer, as part of the construction permit process and as a project design feature, the Applicant will confirm with the City that at the time of project construction, the existing capacity of the sewer lines serving the site are sufficient to accommodate the dewatering flows and will implement any upgrades that are necessary. Therefore, project impacts related to wastewater service during the construction phase are less than significant.

Project Operations: Implementation of the project would increase the average and peak daily wastewater flows from the project site. The sewage generation of the project is well within the design capacity of the Hyperion Treatment Plant ("HTP"). In addition, the HTP would have sufficient treatment capacity to accommodate the project's average daily total wastewater generation. The HTP would have sufficient treatment capacity to accommodate the project's average daily total scenario wastewater generation of 0.984 million gpd, which would represent approximately 0.011182 percent of the remaining capacity of the HTP. Since the project will not exceed the capacity of the HTP, it will not require the construction of additional treatment facilities. Therefore, project impacts to wastewater treatment capacity are less than significant.

(iii) Stormwater Drainage Facilities

The project would not substantially increase the amount of surface runoff from the project site. Therefore, stormwater runoff from the project site

would not exceed the capacity of the existing stormwater drainage systems, and a less-than-significant impact would occur with respect to surface runoff volume during operation. As discussed in finding (H)(5), above, the construction and operation of the project would not introduce substantial sources of polluted runoff. Therefore, this impact is considered less than significant.

(iv) Treatment Capacity

Project Construction: During the project's construction phase, if temporary dewatering were required to build the subterranean parking garage, the dewatering flows would be discharged to either the local storm drain or the sanitary sewer. If discharged to the local storm drain, the project will comply with the Construction General Permit, which requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The primary objective of the SWPPP is to identify, construct, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. Therefore, project impacts related to wastewater service during construction are less than significant.

Project Operations: The sewer mains serving the project site are all at or under 50 percent design capacity. The City has concluded that the project is estimated to generate 93,304 gpd of wastewater, and the wastewater system will be able to accommodate the total flow from the project. As previously discussed, LADPW must determine if there is allotted sewer capacity available for the project. If the LADPW determines that there is allotted sewer capacity available for the project, then the Department of Building and Safety will accept the plans and specifications for plan check upon the payment of plan check fees. At the request of the project Applicant, the Department of Building and Safety may accept the project's plans and specifications for plan check even if the project has been placed on the waiting list and a sewer permit has not yet been obtained from LADPW, with the understanding that the project will not be able to connect to the City's wastewater system until capacity is available and a sewer permit issued. Therefore, wastewater capacity impacts are less than significant.

(v) Wastewater Flows/Sewer Capacity (L.A. CEQA Thresholds Guide)

As discussed in finding (iv), above, the project would generate net wastewater from the project site. However, the wastewater treatment facilities can accommodate additional sewage flow. As a result, project implementation would not result in the need for new or additional sewers. Therefore, project impacts to sewer capacity are less than significant.

(vi) Future Capacity of Treatment Plant (L.A. CEQA Thresholds Guide)

As discussed in finding (ii), above, the project would generate net wastewater from the project site. However, the wastewater treatment facilities can accommodate additional sewage flow. As a result, project implementation would not result in the need for new or additional wastewater treatment facilities. Therefore, project impacts to wastewater treatment capacity are less than significant.

(vii) Cumulative Impacts

The project, in combination with related projects identified in this EIR and other expected growth within the area served by the HTP, would result in cumulative increases in wastewater generation. However, increased wastewater flows to the HTP are addressed in the IRP, which includes a plan to ensure that existing wastewater processing facilities are sufficient to handle projected flows through 2020. Therefore, cumulative impacts to wastewater treatment capacity are less than significant.

Also, implementation of the project in combination with the related projects would increase the demand for wastewater conveyance infrastructure and treatment services provided by the LABS. Sewer conveyance for the identified related projects would be provided by LABS. Each of the related projects would need to obtain a final approval from LABS for a sewer capacity connection permit. The sewer line capacity for each related project would be evaluated on a case-by-case basis and would be mitigated to the extent feasible in accordance with CEQA. Therefore, cumulative impacts on wastewater conveyance infrastructure are less than significant.

3. Solid Waste

(i) Landfill Capacity

Project Construction: The project will generate construction and demolition waste. Construction debris would consist primarily of debris from the demolition of 42,763 square feet of existing office land uses that would be disposed of as inert waste. Much of this material would be recycled and salvaged to the maximum extent feasible at a minimum of 75 percent diversion from the landfill. Solid waste will also be generated during the building construction phase. Based on an average of 155 pounds of demolition debris per square foot of non-residential land uses, 3.89 pounds of construction debris per square foot of non-residential construction, and 4.38 pounds of construction debris per square foot of residential construction that would need to be disposed of at an inert landfill, demolition and construction of the project will generate approximately 122,244 tons of construction debris. Moreover, County of Los Angeles Countywide Integrated Management Plan 2013 Annual Report (the "2013 Annual Report") concludes that there is current capacity of 62.34 million tons available in the County for the disposal of inert waste. Therefore, project-generated

demolition and construction waste (i.e., asphalt and construction debris) represents a very small percentage (approximately 0.20 percent) of the inert waste disposal capacity in the region. Thus, landfills have an adequate capacity to accommodate construction-related waste, and there would be no need for new facilities. Impacts are less than significant.

(ii) *Project Operations:* Over the long-term, the project is expected to generate approximately 2,391 pounds per day (ppd) of solid waste. The remaining intake of the Sunshine Canyon Landfill is approximately 7,250 tons and the permitted daily intake is 12,100 million tons. The 2,391 ppd of project's daily operational solid waste represents approximately 0.000020 percent of the remaining capacity of the Sunshine Canyon Landfill's daily intake. As such, the landfill would have adequate capacity to accommodate the daily operational waste generated by the project. Therefore, a less-than-significant impact associated with operational solid waste will occur.

The proposed office buildings would pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential building would pursue LEED Silver certification. Material and Resources credits for LEED certification applicable to the diversion of waste generated by the project that is hauled to and disposed of in landfills fall in two categories: 1) Storage and Collection of Recyclables, and 2) Construction Waste Management. During its long-term operational phase, the project would provide a recycling collection and storage program for non-hazardous waste by dedicating recycling areas for glass, plastic, paper, aluminum, as well as employing techniques for individual workstations such as cardboard balers, aluminum can crushers, recycling chutes, and collection bins. The project would also implement recycling during construction, such as recycling concrete cylinder test samples and steel reinforcing bars.

(iii) Regulations Related to Solid Waste

The project would comply with AB 939 requirements and approximately 50 percent of the project's waste would be diverted for reuse or recycling; the remaining solid waste generated during operation would be disposed of in landfills. The project would comply with the LABS Solid Resources Infrastructure Facility Plan to reduce the amount of solid waste being disposed into landfills by promoting diversion techniques that increase recycling of solid waste, consistent with AB 939. Since the project is not anticipated to substantially increase solid waste generation in the City of Los Angeles, or the amount disposed into the landfills, impacts are less than significant.

The project would implement strategies to create minimal waste and utilize recycled materials, which in turn would reduce the number of refuse haul trips. The project would include enclosed trash areas and recycling storage areas and divert 50 percent of the construction waste debris away from landfills. Therefore, the project would be consistent with the City of Los Angeles General Plan Framework of reducing source reduction, and impacts are less than significant.

Furthermore, the LAMC requires a project to be designed to incorporate solid waste and recycling operations in a convenient manner. The project would incorporate a recycling plan, would have sufficient containers to accommodate the amount of solid waste and recycling generated by the premises, and landscape waste would be placed in designated green waste bins. Therefore, impacts are less than significant.

(iv) Amount of Solid Waste (L.A. CEQA Thresholds Guide)

As discussed above in findings (i) and (ii), the project would generate a net solid waste stream. The landfill serving the project site has sufficient permitted capacity to accommodate the project's solid waste disposal needs and the project would comply with federal, State, and local statutes and regulations related to solid waste. Furthermore, the project would not create a need for additional solid waste disposal facilities. Therefore, impacts are less than significant.

(v) Cumulative Impacts

Project Construction: Like the project, related projects and other reasonably foreseeable growth within the City of Los Angeles would generate inert C&D waste. Also like the project, the related projects and reasonably foreseeable growth would be subject to Citywide Construction and Demolition Waste Recycling Ordinance, and the C&D waste would be recycled to the extent feasible. In addition, the 2009 Annual Report concludes that there is adequate capacity in the County for the disposal of inert waste. Therefore, cumulative impacts due to demolition and construction waste are less than significant.

(vi) *Project Operations*: Development of the project and the related projects would generate solid waste during operation. Solid waste generation is expected to increase over existing conditions.

The use of out-of-County landfills will increase in the future given the difficulties associated with permitting new or expanded landfill facilities within the County. As such, the appropriate context within which to view the project's potential solid waste impacts is total disposal capacity available at landfills located within, as well as outside of, the County. In addition, in order to satisfy the disposal capacity requirements of AB 939, the County is

developing facilities utilizing conversion technologies defined as a wide array of biological, chemical, thermal (excluding incineration) and mechanical technologies capable of converting post-recycled residual solid waste into useful products and chemicals, green fuels, such as hydrogen, natural gas, ethanol and biodiesel, and clean, renewable energy such as electricity. The County's 2013 Annual Report concludes that there is enough capacity within permitted solid waste facilities (i.e., landfills) to serve the County through the 15-year planning period of 2013 through 2028.

It is also anticipated that related projects and other reasonably foreseeable growth would be subject to environmental review on a case-by-case basis to ensure that they would not conflict with AB 939 waste diversion goals or the solid waste policies and objectives in the County's Summary Plan, Siting Element, as well as the City's SRRE and its updates, the CiSWMPP, and the General Plan Framework. Therefore, cumulative impacts associated with solid waste regulations, plans, and programs are less than significant.

4. Energy – Electricity

(i) Efficient Use of Energy

Project Construction: During construction of the project, short-term energy consumption would result primarily from lighting, lifts, cranes, and small power tools. The electricity would be supplied to the construction site with temporary charging stations supplied with power from the existing electrical grid. Construction would occur over an approximate 27-month period. The electrical consumption generated by construction lighting and tools is significantly less than the operational consumption of the project. Electrical consumption of small power construction tools range from 300 to 6,000 watts during run time and a typical temporary construction lighting tower would have 4 x 1,000 watt fixtures. Construction would occur for approximately eight hours per evening/night, which would be approximately 32 kw-h. This amount is minimal when compared to the daily operational electrical demand of the project of approximately 17,656 kw-hours per day. Thus, energy consumption during the construction of the project would be finite and limited, and would not result in wasteful, inefficient or unnecessary consumption of energy. The project construction will have a less-than-significant impact on area energy supplies.

Project Operations: Implementation of the project would increase the demand for electricity at the project site. The existing land uses on the project site consumed approximately 1,517 kilowatt-hours (kWh) per day. However, to provide for a conservative analysis, the Draft EIR's estimation does not take into consideration the effectiveness of the project's energy conservation Project Design Feature (PDF EC-1, PDF EC-2, PDF EC-3, PDF EC-4, and PDF EC-5), which are identified below, and which will result in a lower demand for electricity. The project would consume approximately

18,532 kWh per day, a net increase of approximately 17,015 kWh per day compared to the existing land uses. The LADWP has indicated that the project's demand for electricity could be served via existing infrastructure, and no improvements or additions to LADWP's off-site distribution system would be needed.

The LADWP would supply the entire project from the existing electrical system. Electrical conduits, wiring and associated infrastructure would be brought from existing LADWP lines in the surrounding streets to the project site during construction. LADWP has indicated the project would be required to include the construction of an on-site transformation facility.

The City finds that Project Design Features PDF EC-1 through PDF EC-5 have been incorporated into the project and, although not accounted for in the project's energy analysis, discussed above, would further the project's energy conservation.

Also, The proposed office buildings would pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. Energy and Atmosphere credits for LEED certification applicable to the use of electricity fall in two categories: 1) Enhanced Commissioning and 2) Measurement and Verification. In addition to the project's favorable building orientation, sustainable design features may include:

- roof- or building-mounted photovoltaic panels,
- building-integrated photovoltaics,
- daylighting of work areas,
- operable windows, and
- fresh air circulation.

Furthermore, the project will be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting, and illuminated signs. The incorporation of the Title 24 standards into the project will ensure that the project would not result in the inefficient, unnecessary, or wasteful consumption energy. In summary, the project incorporates energy efficiency measures that would exceed minimum State standards and, therefore, would not result in the inefficient, unnecessary, or wasteful use of energy. Therefore, there would be no project impacts.

(ii) <u>Increased Demand – New or Expanded Facilities</u>

Project Construction: As discussed above in finding (i), above, the project would be served by the existing electricity supply and infrastructure during construction. Therefore, impacts are less than significant.

Project Operations: The project would consume approximately 18,532 kWh per day, a net increase of approximately 17,015 kWh per day compared to the existing land uses. The LADWP has indicated that the project's demand for electricity could be served via existing infrastructure, and no improvements or additions to LADWP's off-site distribution system would be needed. Therefore, impacts related to electricity supply and infrastructure are less than significant.

(iii) New Supply Facilities (L.A. CEQA Thresholds Guide)

As discussed in finding (ii), above, the project would be served by the existing electricity supply and infrastructure during construction and operation. Therefore, impacts are less than significant.

(iv) New Infrastructure (L.A. CEQA Thresholds Guide)

As discussed in finding (ii), above, the project would be served by the existing electricity supply and infrastructure during construction and operation. Therefore, impacts are less than significant.

(v) Energy Conservation Measures (L.A. CEQA Thresholds Guide)

The proposed office buildings would pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. Energy and Atmosphere credits for LEED certification applicable to the use of electricity fall in two categories: 1) Enhanced Commissioning and 2) Measurement and Verification. In addition to the project's favorable building orientation, sustainable design features may include:

- roof- or building-mounted photovoltaic panels,
- building-integrated photovoltaics,
- daylighting of work areas,
- operable windows, and
- fresh air circulation.

Furthermore, the project would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting and illuminated signs. The incorporation of the Title 24 standards into the project would ensure that the project would not result in the inefficient, unnecessary, or wasteful

consumption energy. In summary, the project incorporates energy efficiency measures that would exceed minimum state standards, and, therefore, would not result in the inefficient, unnecessary, or wasteful use of energy. Therefore, there would be no project impacts.

(vi) Cumulative Impacts

Development of the project, in combination with the related projects and projected population growth in the greater City area, could increase demand for electricity supplied by the LADWP. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. It is possible that implementation of the related projects (and other development in the greater City area) could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of some of the related projects and other development, the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure, and energy conservation are less than significant.

5. Energy – Natural Gas

(i) Efficient Use of Energy

Project Construction: Construction activities are not anticipated to consume natural gas. Therefore, no impacts to natural gas would occur.

Project Operations: The project will increase the demand for natural gas at the project site. The existing land uses on the project site consume approximately 2,851 cf per day. The project's estimated natural gas consumption is approximately 51,074 cf per day.

The project is subject to the State Energy Conservation Standards contained in Title 24 of the CCR, which is a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. The project will comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the project will be consistent with the State's energy conservation standards and, therefore, will not conflict with adopted energy conservation plans. The project will also have several

energy efficient Project Design Features PDF NG-1, PDF NG-2, PDF NG-3, PDF NG-4, PDF NG-5, as identified below, that have been incorporated into the project and will minimize natural gas consumption. As such, impacts to natural gas supply are less than significant.

(ii) Increased Demand – New or Expanded Facilities

According to the 2014 California Gas Report, California has developed additional natural gas storage facilities and pipelines to accommodate demand growth. This additional pipeline capacity has contributed to long-term supply availability. As such, the SCG operates in an environment where interstate pipeline capacity exists in excess of anticipated demand. Therefore, there is adequate pipeline capacity to deliver natural gas to the City. Furthermore, SCG has indicated that natural gas supplies vary with time and a natural gas survey will have to be completed at the time of project approval. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service and would upgrade the infrastructure as needed. As such, project impacts related to natural gas infrastructure are less than significant.

(iii) New Supply Facilities (L.A. CEQA Thresholds Guide)

As discussed in finding (ii), above, the project would be served by the existing natural gas supply and infrastructure. Therefore, impacts are less than significant.

(iv) New Infrastructure (L.A. CEQA Thresholds Guide)

As discussed in finding (ii), above, the project would be served by the existing natural gas supply and infrastructure. Therefore, impacts are less than significant.

(v) Energy Conservation Measures (L.A. CEQA Thresholds Guide)

The proposed office buildings would pursue LEED Gold certification for Core and Shell under the LEED v3 rating system, and the proposed residential tower would pursue LEED Silver certification. Energy and Atmosphere credits for LEED certification applicable to the use of natural gas fall in two categories: 1) Enhanced Commissioning, and 2) Measurement and Verification. The project could incorporate gas absorption chillers, renewable energy such as solar power, on-site generation systems, energy efficient equipment, and energy efficient appliances that would maximize building efficiency beyond the Title 24 requirements. The incorporation of the energy efficient equipment and appliances would ensure that the project will not result in the inefficient, unnecessary, or wasteful consumption energy. In summary, the project incorporates energy efficiency measures that would

exceed minimum state and City standards. Therefore, there will be no project impacts.

(vi) Cumulative Impacts

Development of the project in combination with the related projects and projected population growth in the greater City area could increase demand for natural gas supplied by SCG. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. It is possible that implementation of the related projects (and other development in the greater City area) could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that, with implementation of some of the related projects and other development, the resulting demand for natural gas supply could be the same or less than the existing condition. Nonetheless, SCG undertakes expansion or modification of natural gas service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing natural gas service. Any potential cumulative impacts related to natural gas service would be addressed through this process. Therefore, cumulative impacts related to natural gas supply are less than significant.

VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The EIR determined that the project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR and other evidence in the administrative record relating to the project, the City finds and determines that the project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

A. Biological Resources

1. Conflict With Local Policies or Ordinances Protecting Biological Resources

(i) Mitigation Measures

The City finds that Mitigation Measures MM BIO-e1, MM BIO-e2, and MM BIO-e3 which are incorporated into the project and incorporated into these findings as set forth herein, reduce the impacts related to biological resources to less than significant. These mitigation measures were taken into

account in the analysis of project impacts.

(ii) Finding

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on biological resources to less than significant levels with the implementation of mitigation measures MM BIO-e1, MM BIO-e2. No further mitigation is required.

(ii) Finding Rationale

Project Construction: During construction of the project, it is assumed that all of the 92 existing trees on the project site would be removed. Given the access requirements for construction of the project, it is also assumed that the two street trees would be removed. As such, a total of 94 trees would be removed during construction. However, as only 17 of the 94 trees to be removed meet the City's trunk diameter criterion for a significant tree, they would be the only trees requiring replacement at a 1:1 ratio. Therefore, Mitigation Measures MM BIO-e1 through MM BIO-e3 are incorporated to reduce this impact to a less than significant level.

In addition, the project would comply with LAMC Section 12.21.G(2)(a)(3), which states that a "minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway."

2. Reference

For a complete discussion of impacts associated with Biological Resources, please see Section IV.C of the Draft EIR.

B. Hazards and Hazardous Materials

1. Release of Hazardous Materials

(i) Mitigation Measures

The City finds that Mitigation Measures MM HA-b1 and MM HA-b2, which are incorporated into the project and incorporated into these findings as fully set forth herein, reduces the potentially significant impact related to the potential release of hazardous materials less than significant and is, therefore, required. This mitigation measure was taken into account in the analysis of potential impacts.

(ii) Finding

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on hazards associated with radon exposure to less than significant levels with the implementation of mitigation measures MM HA-b1 and MM HA-b2. No further mitigation is required.

(iii) Rationale for Findings

Project Construction: The Hazardous Building Materials Survey prepared for the project found that there are building materials containing asbestos (ACMs) in the 1341 Vine Street and 6360 De Longpre Avenue buildings, and asbestos-containing construction materials (ACCMs) in the 1341 Vine Street and 6322 De Longpre Avenue buildings. In addition, lead-based paint (LBP) and lead-bearing substances (LBSs) were found in the 1341 Vine Street and 6322 De Longpre Avenue buildings. Universal waste materials were found in all of the existing buildings on the project site. The subsurface investigation report found low concentrations of lead and long-chain hydrocarbons, volatile organic compounds (VOCs), and tetrachloroethene (PCE) in soil vapor on the project site. During construction, all ACMs and ACCMs would be removed by a licensed abatement contractor in accordance with all federal, State and local regulations prior to renovation or demolition. With respect to LBP and LBS, the contractor will comply with the OSHA Lead In Construction Standard and Cal/OSHA Construction Safety Orders, Lead Section 1532.1, Title 8, California Code of Regulations. During demolition the contractor will comply with applicable federal and State standards and procedures with respect to the universal waste materials found in the existing buildings. With respect to the subsurface hazardous substances, the recommendations in the subsurface investigation report prepared for the project are incorporated as Mitigation Measures MM HA-b1 and MM HA-b2. Implementation of these mitigation measures would reduce this significant impact to a less-than-significant level.

Project Operations: The presence of PCE in soil vapor at higher concentrations suggests a possible health risk to the occupants of future buildings in the northeast portion of Area 3 of the project. This significant impact would be reduced to a less-than-significant level with the implementation of Mitigation Measure MM HA-b1, which is outlined above and requires a comprehensive indoor vapor intrusion assessment and site-specific human health risk assessment prior to occupancy of future buildings in this portion of the project site. Implementation of this mitigation measure would reduce this significant impact to a less-than-significant level.

2. <u>Hazardous Material Within One-Quarter Mile of a School</u>

(i) Mitigation Measures

The City finds that Mitigation Measures MM HA-b1 and MM HA-b2, which are

incorporated into the project and incorporated into these findings as fully set forth herein, reduces the potentially significant impact related to the potential release of hazardous materials less than significant and is, therefore, required. This mitigation measure was taken into account in the analysis of potential impacts.

(ii) Finding

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on hazards associated with radon exposure to less than significant levels with the implementation of mitigation measures MM HA-b1 and MM HA-b2. No further mitigation is required.

(iii) Finding Rationale

Project Construction: TCA Arshag Dickranian School is the only school located within one-quarter mile of the project site. All significant impacts associated with foreseeable and accident conditions involving the release of hazardous materials into the environment would be reduced to less-than-significant levels with the implementation of mitigation measures MM HA-b1 and MM HA-b2, identified above in finding (1). Therefore, the project would not emit hazardous substances within one-quarter mile of a school. With respect to this threshold, the potential impact are less than significant.

Project Operations: The operation of the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials. The concern identified with respect to PCE in soil vapor in a portion of Area 3 would be reduced to a less-than-significant level with the implementation of mitigation measure MM HA-b1. Therefore, the project would not emit hazardous substances within one-quarter mile of a school. The operational impact would be less than significant.

3. Hazards (L.A. CEQA Thresholds Guide)

(i) Mitigation Measures

The City finds that Mitigation Measures MM HA-b1 and MM HA-b2, which are incorporated into the project and incorporated into these findings as fully set forth herein, reduces the potentially significant impact related to the potential release of hazardous materials less than significant and is, therefore, required. This mitigation measure was taken into account in the analysis of potential impacts.

(ii) Finding

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential

significant environmental effects on hazards associated with radon exposure to less than significant levels with the implementation of mitigation measures MM HA-b1 and MM HA-b2. No further mitigation is required.

(iii) Finding Rationale

Project Construction: As discussed above in these findings, the project would not create a significant hazard related to routine transport, use, or disposal of hazardous materials during construction as such activities would occur in conformance with all applicable local, State, and federal regulations; the demolition contractor would comply with applicable federal and State standards and procedures with respect to waste materials in the existing buildings including ACMs, ACCMs, LBP, and LBS, and the project shall implement mitigation measures MM HA-b1 and MM HA-b2; and moreover, the project site is not within an airport land use plan or in proximity to an airport and private airstrip nor is the project site within or near wildland. Lastly, the project is not located on or near an adopted emergency response plan, and a project-specific emergency response plan would be submitted to the LAFD for approval during review of plans as part of the building permit process. For these reasons, the construction impact would be less than significant.

Project Operations: As discussed above in these findings, the project would comply with all local, State, and federal regulations regarding the transportation, storage, and use of potentially hazardous materials; any possible health risk to future occupants of the project from the presence of PCE in soil vapor would be removed through implementation of mitigation measure MM HA-b1; and moreover, the project site is not within an airport land use plan or in proximity to an airport and private airstrip nor is the project site within or near wildland. Lastly, the project is not located on or near an adopted emergency response plan, and a project-specific emergency response plan would be submitted to the LAFD for approval during review of plans as part of the building permit process. The project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. For these reasons, the impacts during operation would be less than significant.

4. Cumulative Impacts

(i) Mitigation Measures

The City finds that Mitigation Measures MM HA-b1 and MM HA-b2, which are incorporated into the project and incorporated into these findings as fully set forth herein, reduces the potentially significant impact related to the potential release of hazardous materials less than significant and is, therefore, required. This mitigation measure was taken into account in the analysis of potential impacts.

(ii) Finding

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on hazards associated with radon exposure to less than significant levels with the implementation of mitigation measures MM HA-b1 and MM HA-b2. No further mitigation is required.

(iii) Finding Rationale

The project, in combination with the related projects, has the potential to increase the risks associated with the use and potential accidental release of hazardous materials in the City. However, the potential impact associated with the project would be less than significant with implementation of mitigation measures and, therefore, would not substantially contribute to a cumulative impact. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials. The related project that is nearest to the project site is Related Project No. 37, which is a proposed mixed-use (residential and commercial) development (see Figure III-3 in Section III [Environmental Setting]). It is unknown whether or not there currently are hazardous materials on that site. However, as the land uses proposed with Related Project No. 37 are somewhat similar to the project, it is possible that some of the operational impacts could be similar and would be required to comply with applicable laws regarding hazardous materials. As such, the combined impacts of this related project and the project would be less than significant. Similarly, considering all of these reasons in the context of all of the related projects, the project is expected to result in less-than-significant cumulative impacts with respect to hazards and hazardous materials.

5. Reference

For a complete discussion of impacts associated with Hazards and Hazardous Materials, please see Section IV.G of the Draft EIR

VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The project results in the following impacts, which are found to be significant and unavoidable.

A. Air Quality

1. Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Project Construction: Mass daily construction emissions would not exceed the SCAQMD thresholds of significance for CO, SO2, PM10, and PM2.5. However, mass daily construction emissions (321 pounds per day of VOC and 189 pounds per day for NOx) would exceed the SCAQMD thresholds of significance for VOC (75 pounds per day) and NOx (100 pounds per day). Although temporary due to the short-term nature of construction, the impact with respect to the violation of an air quality standard during construction would be significant.

(i) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant air quality impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(ii) Rationale for Findings

Construction of the project is expected to start in 2016 and be completed in 2018. Construction emissions were estimated assuming one shift working eight hours per day, for five days in a week. The construction land use acreages, schedule and equipment lists, and grading information are shown in Tables 5 through 7 in Appendix B of the Draft EIR. Based on the conservative assumptions in this analysis, the reported results represent the maximum level of construction activity that is expected to occur during construction of the project. The analysis of daily construction emissions has been prepared using CalEEMod, recommended by the SCAQMD, with the assumption that the project would comply with the fugitive dust control requirements of SCAQMD Rule 403.

The mass daily construction-related emissions are shown in Table IV.B-7 (Estimated Mass Daily Construction Emissions) below. These emissions assume a worst-case scenario in which the full set of construction equipment would be used each day throughout the entire construction period. In reality, each piece of equipment would likely be used for a portion of each day and there would be days when very little equipment is used. Accordingly, the calculated emissions likely overstate the project's construction emissions.

As shown in Table IV.B-7 of the Draft EIR, mass daily construction emissions generated during would not exceed the SCAQMD thresholds of significance for CO, SO2, PM10, and PM2.5. However, mass daily construction emissions (321 pounds per day of VOC and 189 pounds per day for NOx) would exceed the SCAQMD thresholds of significance for VOC (75 pounds per day) and NOx (100 pounds per day). While such impacts are temporary due to the short-term nature of construction, the impact with respect to the violation of an air quality standard during construction would be significant.

2. <u>Result in a Cumulative Considerable Net Increase Of Any Criteria Pollutant For Which the Project Region is in Non-Attainment</u>

Project Construction: The mass daily construction-related emissions generated by the project would exceed thresholds of significance recommended by the SCAQMD for VOC and NOx. Therefore, the cumulative impact would be significant. In accordance with SCAQMD guidance, construction emissions that exceed the thresholds of significance (VOC and NOx) are considered to be cumulatively considerable. All other emissions would be below the SCAQMD thresholds and would result in a cumulative impact.

(i) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant air quality impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(ii) Rationale for Findings

If the project exceeds the SCAQMD's recommended significance thresholds for project-specific construction air emissions, then the project would have a cumulatively considerable increase in emissions for those pollutants. For the project, construction-related daily emissions are less than the SCAQMD mass daily significance thresholds for CO, SO2, PM10, and PM2.5, and greater than the SCAQMD mass daily significance thresholds for VOC, and NOX (Table IV.B-6). Thus, the project would have a cumulatively considerable increase in emissions due to construction-related VOC and NOX. Other construction projects in the vicinity of the project site could possibly contribute emissions that would cumulatively increase these concentrations.

3. Exceed Thresholds Provided in the City of Los Angeles L.A. CEQA Thresholds Guide (L.A. City CEQA Thresholds Guide)

Project Construction: The impact during operation under (3) would be identical to that which is described under findings (1) and (2), as discussed above. Please see those discussions. As discussed those findings, construction impacts of the project would exceed the thresholds contained in the L.A. CEQA Thresholds Guide. Therefore, project impacts are considered significant.

(i) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant air quality impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(ii) Rationale for Findings

Please refer to discussion in findings (1) and (2), above.

4. Reference

For a complete discussion of impacts associated with Air Quality, please see Section IV.B of the Draft EIR.

B. Cultural Resources

1. Historic Resources

1341 Vine Street appears to be significant under California Register Criterion 3 as an intact example of a mid-20th century supermarket building and an example of New Formalist architecture as applied to a supermarket in Los Angeles. 1341 Vine Street has retained integrity of location, design, setting,

feeling, and association and is considered to be a historic resource under CEQA. Therefore, the demolition of 1341 Vine Street (supermarket structure) would remove a historic resource and impacts would be significant.

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce the project's significant and unavoidable impact to historic resources have been incorporated and that there are no further feasible mitigation measures that could be implemented to avoid or minimize the impact.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant historic resources impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

Because the project would demolish the historically significant supermarket building at 1341 Vine Street, the project would involve the demolition of a significant historical resource. (Also see discussion under Impact (a) above.) Therefore, the demolition of 1341 Vine Street (supermarket structure) would remove a historical resource and impacts would be significant. The mitigation measures MM CUL-a1 and MM CUL-a2 are incorporated into the project to minimize impacts to the greatest extent feasible:

2. Adverse Change in a Historic Resource (L.A. CEQA Thresholds Guide)

Please refer to the discussion above in finding (1). As discussed therein, the project would demolish all three existing buildings located on the project site. Because the project would demolish the historically significant supermarket building at 1341 Vine Street, the project would involve the demolition of a significant historical resource. (Also see discussion under Impact (a) above.) Therefore, the demolition of 1341 Vine Street (supermarket structure) would remove a historical resource and impacts would be significant.

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce the project's significant and unavoidable impact to historic resources have been incorporated and that there are no further feasible mitigation measures that could be implemented to avoid or minimize the impact.

(ii) Finding

The City finds that changes and alterations and mitigation measures were

made to the project to reduce the significant historic resources impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

The project would demolish all three existing buildings located on the project site. Because the project would demolish the historically significant supermarket building at 1341 Vine Street, the project would involve the demolition of a significant historical resource.

Relocation of the 1341 Vine Street building was considered and rejected because dismantling the existing building would likely damage substantial portions of the wood and steel framing. A licensed structural engineer evaluated the feasibility of relocating the 1341 Vine Street Building and determined that it would be infeasible. As such, the project does not include the relocation of any significant historical resource. All buildings located on the project site, including the supermarket building at 1341 Vine Street, would be demolished as part of the project. Therefore, the demolition of 1341 Vine Street (supermarket structure) would remove a historical resource and impacts are significant.

The project would not convert, rehabilitate, or alter any building. All buildings located on the project site, including the historically significant supermarket building at 1341 Vine Street, would be demolished. Therefore, the demolition of 1341 Vine Street (supermarket structure) would remove a historical resource and impacts are significant.

3. Reference

For a complete discussion of impacts associated with Cultural Resources, please see Section IV.D of the Draft EIR.

C. Noise

1. Noise Standards

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce construction noise have been imposed and that there are no further feasible mitigation measures the project could implement to avoid significant construction noise impacts.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant construction noise impacts of

the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

Project Construction: Typical construction noise levels associated with the project could exceed 75 dBA at 50 feet from the project site. Since construction activities would last for more than 10 days in a three-month period, the project will cause a significant noise impact during construction if the ambient exterior noise levels at sensitive receptors increase by 5 dBA or more. The ambient exterior noise levels at all of the identified off-site sensitive receptors could be exceeded by 5 dBA or more, even with the inclusion of MM NOI-a1, MM NOI-a2, MM NOI-a3, MM NOI-a4, MM NOI-a5, MM NOI-a6, and MM NOI-a7, which have been incorporated and are discussed below. Therefore, project construction activities would expose persons to and generate noise levels in excess of City standards, and this impact is significant.

2. Groundborne Vibration or Groundborne Noise

(i) Mitigation Measures

The City finds that there are no feasible mitigation measures to reduce construction related groundborne noise impacts related to human annoyance to avoid significant impacts.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant construction vibration impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels

(iii) Rationale for Finding

Project Construction – Human Annoyance: As discussed in the Draft EIR, construction vibration levels could exceed the 65 VdB Category 1 threshold for Sensitive Receptor No. 1. In terms of human annoyance resulting from vibration generated during construction, the sensitive receptors near the project site could be exposed to increased vibration levels. Table IV.J-12, Estimated Vibration Levels at Nearest Sensitive Receptors, shows that construction vibration levels could exceed the 65 VdB Category 1 threshold for Sensitive Receptor No. 1, which is a recording studio located 65 feet from the project site. The calculations below are based on measurements from the nearest points of the two properties. When measured from the center of the project site to the center of Sensitive Receptor No. 1, construction vibration levels are estimated to be 55 VdB, or not perceptible in the heavily urbanized area. Since construction vibration levels could exceed the 65 VdB

Category 1 threshold for Sensitive Receptor No. 1 when activities are located directly across Homewood Avenue, construction-generated vibration impacts are significant.

3. Construction Noise – 10 dBA Increase (L.A. CEQA Thresholds Guide)

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce construction noise have been imposed and that there are no further feasible mitigation measures the project could implement to avoid significant construction noise impacts.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant construction noise impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

As discussed in finding (1), above, construction of the project would result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structures, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The project's construction noise would expose persons to noise levels that exceed applicable standards and will be substantial increases in the project vicinity above levels existing without the project. Mitigation measures MM NOI-a1, MM NOI-a2, MM NOI-a3, MM NOI-a4, MM NOI-a5, MM NOI-a6, and MM NOI-a7 are incorporated, but will not reduce construction noise to a less than significant level. Therefore, temporary and periodic noise impacts from construction of the project are considered significant.

4. Construction Noise – 5 dBA Increase For More Than 10-Days (L.A. CEQA Thresholds Guide)

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce construction noise have been imposed and that there are no further feasible mitigation

measures the project could implement to avoid significant construction noise impacts.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant construction noise impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

project construction will span more than 10 days in a three-month period. Moreover, as discussed in finding (1), above, construction of the project would result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structures, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The project's construction noise would expose persons to noise levels that exceed applicable standards and will be substantial increases in the project vicinity above levels existing without the project. Mitigation measures MM NOI-a1, MM NOI-a2, MM NOI-a3, MM NOI-a4, MM NOI-a5, MM NOI-a6, and MM NOI-a7 are incorporated, but will not reduce construction noise to a less than significant level. Therefore, temporary and periodic noise impacts from construction of the project are considered significant.

5. Temporary Increase in Ambient Noise

(i) Mitigation Measures

The City finds that all feasible mitigation measures to reduce construction noise have been imposed and that there are no further feasible mitigation measures the project could implement to avoid significant construction noise impacts.

(ii) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant construction noise impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(iii) Rationale for Finding

Project Construction: As discussed in finding (1), above, construction of the project will result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structures, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The project's construction noise would expose persons to noise levels that exceed standards and will be substantial increases in the project vicinity above levels existing without the project. As discussed in finding (1), mitigation measures MM NOI-a1, MM NOI-a2, MM NOI-a3, MM NOI-a4, MM NOI-a5, MM NOI-a6, and MM NOI-a7 are incorporated, but will not reduce construction noise to a less than significant level. Therefore, temporary and periodic noise impacts from the project are considered significant.

6. Reference

For a complete discussion of impacts associated with Noise, please see Section IV.J of the Draft EIR.

D. Transportation/Circulation

1. Applicable Plan, Ordinance, or Policy Regarding Circulation Performance

(i) Project Design Features

The City finds that Project Design Features PDF TR-1 and PDF TR-4, which are incorporated into the project and incorporated into the findings as fully set forth herein, reduce the potential operational traffic impacts of the project. These Project Design Features was taken into account in the analysis of potential impacts.

(ii) Mitigation Measures

The City finds that Mitigation Measures MM TR-a11 and MM TR-a12, which are incorporated into the project and incorporated into these findings as fully set forth herein, are included to further reduce the operational traffic impacts and reflect good planning and design practices currently promoted by the City. These mitigation measures were taken into account in the analysis of project impacts.

(iii) Finding

Changes and alterations and mitigation measures, where available, have

been required for or incorporated into the project to reduce unavoidable operational traffic impacts to the greatest extent possible. There are no additional measures which the City can impose to reduce the unavoidable operational traffic impacts to less-than-significant levels.

(iv) Rationale for Findings

Project Operation: Trip generation is estimated to be a net external 6,218 daily trips, including 494 trips (330 inbound/164 outbound) during the AM peak hour and 372 trips (152 inbound/220 outbound) during the PM peak hour.

The project would significantly impact traffic at the following five study intersections under Existing plus Project conditions:

10. Cahuenga Boulevard and Franklin Avenue (AM peak)

13. Cahuenga Boulevard and Sunset Boulevard (both AM and PM peak)

22. Vine Street and Sunset Boulevard (PM peak)

25. Vine Street and Santa Monica Boulevard (both AM and PM peak)

36. Gower Street and Santa Monica Boulevard (both AM and PM peak)

The following 13 intersections are projected to operate at LOS E or worse during one or both of the peak hours for the project:

1. Highland Avenue and Sunset Boulevard

3. Highland Avenue and Santa Monica Boulevard

10. Cahuenga Boulevard and Franklin Avenue

13. Cahuenga Boulevard and Sunset Boulevard

17. Cahuenga Boulevard and Santa Monica Boulevard

20. Vine Street and Hollywood Boulevard

22. Vine Street and Sunset Boulevard

25. Vine Street and Santa Monica Boulevard

26. Vine Street and Melrose Avenue

34. Gower Street and Sunset Boulevard

36. Gower Street and Santa Monica Boulevard

38. Van Ness Avenue and Santa Monica Boulevard

40. Western Avenue and Santa Monica Boulevard

The project would significantly impact traffic at 10 intersections listed below under Future plus Project conditions.

10. Cahuenga Boulevard and Franklin Avenue (AM peak)

13. Cahuenga Boulevard and Sunset Boulevard (both AM and PM peak)

16. Cahuenga Boulevard and Fountain Avenue (both AM and PM peak)

17. Cahuenga Boulevard and Santa Monica Boulevard (both AM and PM peak)

20. Vine Street and Hollywood Boulevard (AM peak)

22. Vine Street and Sunset Boulevard (both AM and PM peak)

25. Vine Street and Santa Monica Boulevard (both AM and PM peak)

34. Gower Street and Sunset Boulevard (AM peak)

36. Gower Street and Santa Monica Boulevard (both AM and PM peaks)

40. Western Avenue and Santa Monica Boulevard (AM peak)

Twenty-four-hour machine counts were conducted on the four analyzed street segments in May 2014 and January 2015 during weekdays. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 1% per year as well as anticipated traffic from cumulative projects that could be constructed by 2018. The net new project trips were assigned to the street network based on the project trip distribution pattern and were added to the Future Base projection to obtain Future plus Project projections. The project would not significantly impact traffic at the analyzed segments under Existing plus Project or Future plus Project conditions.

In conclusion, during operation, the project would generate an estimated net external 6,218 daily trips, including 494 trips (330 inbound/164 outbound)

during the AM peak hour and 372 trips (152 inbound/220 outbound) in the PM peak hour. The LOS analysis for the Existing plus Project scenario determined that the project would significantly impact traffic at five intersections. Impacts at these five intersections would remain significant and unavoidable. The LOS analysis for the Future plus project scenario determined that the project would significantly impact traffic at 10 intersections. After implementation of mitigation measures MM TR-a11 and MM TR-a12, the impacts at 8 intersections are significant and unavoidable.

These improvements will enhance LADOT's ability to monitor traffic flows and adjust signal timing adaptively, thus providing more efficient traffic flows and system-wide benefits. LADOT has determined that the traffic system management improvements described above would increase intersection capacity in the system and that a 0.01 credit can be taken for the impacted intersections.

The City finds that these mitigation measures have been incorporated into the project, as well as these findings.

Also, the City finds that Project Design Features PDF TR-1 and PDF TR-4, which are incorporated into the project and incorporated into these findings, reduce the potential transportation/circulation impacts of the project.

2. Intersection Capacity (L.A. CEQA Thresholds Guide)

(i) Mitigation Measures

The City finds that Mitigation Measures MM TR-a11 and MM TR-a12, which are incorporated into the project and incorporated into these findings as fully set forth herein, are included to further reduce the operational traffic impacts and reflect good planning and design practices currently promoted by the City. These mitigation measures were taken into account in the analysis of project impacts.

(ii) Finding

Changes and alterations and mitigation measures, where available, have been required for or incorporated into the project to reduce unavoidable operational traffic impacts to the greatest extent possible. There are no additional measures which the City can impose to reduce the unavoidable operational traffic impacts to less-than-significant levels.

(iii) Rationale for Finding

As discussed in finding (1), above, the LOS analysis for the Existing plus project scenario determined that the project would significantly impact traffic at five (5) intersections. After the mitigation measures, discussed above,

these five (5) intersections would remain significant and unavoidable. The LOS analysis for the Future plus project scenario determined that the project would significantly impact traffic at ten (10) intersections. After the proposed mitigation measures, eight (8) intersections would remain significant and unavoidable.

3. Conditions at Intersections (L.A. City CEQA Thresholds Guide)

Project Construction: The impact during operation under (3) would be identical to that which is described under findings (1) and (2), as discussed above. Please see those discussions. As discussed those findings, construction impacts of the project would exceed the thresholds contained in the L.A. CEQA Thresholds Guide. Therefore, project impacts are considered significant.

(i) Finding

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant air quality impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels.

(ii) Rationale for Findings

Please refer to discussion in findings (1) and (2), above.

4. Cumulative Impacts

(i) Mitigation Measures

The City finds that Mitigation Measures MM TR-a11 and MM TR-a12, which are incorporated into the project and incorporated into these findings as fully set forth herein, are included to further reduce the project's cumulatively considerable traffic impacts and reflect good planning and design practices currently promoted by the City. These mitigation measures were taken into account in the analysis of project impacts.

(ii) Finding

Changes and alterations and mitigation measures, where available, have been required for or incorporated into the project to reduce cumulatively considerable traffic impacts to the greatest extent possible. There are no additional measures which the City can impose to reduce the cumulatively considerable traffic impacts of the project to less-than-significant levels.

(iii) Rationale for Finding

Project Construction: Sixty-eight related development projects have been identified in the project area. Although these projects are in varying stages of development (proposed, planned, approved, or under construction), there likely would be some overlap of construction activities between the projects. The 68 related projects are dispersed throughout the project area. Although the project would result in less-than-significant construction-related traffic impacts, cumulative construction impacts would be significant and unavoidable due to the potential for concurrent and/or overlapping construction activities of the related projects and the project. The project's contribution to this significant cumulative impact will be cumulatively considerable.

Project Operations: The growth in traffic due to the combined effects of continuing development, intensification of development, and related projects in conjunction with the project is incorporated into the traffic impacts analysis above. In combination with the traffic of related projects, the increased traffic generated by the project would result in significant cumulative impacts. The project's contribution to this significant cumulative impact would be cumulatively considerable.

5. Reference

For a complete discussion of impacts associated with Transportation/Circulation, please see Section IV.M of the Draft EIR.

IX. ALTERNATIVES TO THE PROJECT

In addition to the project, the EIR evaluated a reasonable range of five alternatives to the project. These alternatives are: (1) No Project Alternative; (2) Project With Hotel Alternative; (3) Historic Preservation Alternative; (4) Reduced Project Alternative; and (5) Project With Office Alternative. In accordance with CEQA requirements, the alternatives to the project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section VI of the Draft EIR and Section VI of the Final EIR.

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that none of the alternatives or feasible mitigation measures within its powers would substantially lessen or avoid any significant effect the project would have on the environment.

B. Project Objectives

An important consideration in the analysis of alternatives to the project is the degree

to which such alternatives would achieve the objectives of the project. As more thoroughly described in the Draft EIR Section II, Project Description, both the City and applicant have established specific objectives concerning the project, which are incorporated by reference herein and discussed further below.

C. Project Alternatives Analyzed

1. Alternative 1 - No Project Alternative

Under the No Project Alternative, the project would not be constructed, and the project site would remain in its current condition with the existing three single-story commercial buildings (approximately 42,763 square feet of floor area), surface parking areas, and lawn areas. The existing buildings are currently used as creative office space. There are approximately 104 parking spaces located in surface parking areas throughout the project site. The analysis of the No Project Alternative assumes the continuation of existing conditions, as well as development of the Related Projects described in Draft EIR Section III. Environmental Setting.

(i) Impact Summary

The No Project Alternative would avoid all of the significant and unavoidable impacts that would occur under the project. However, the No Project Alternative would not satisfy any of the Project Objectives.

(ii) Findings

The No Project Alternative reduces adverse environmental impacts compared to the project. Therefore, the No Project Alternative is environmentally superior to the project. However, the No Project Alternative does not satisfy any of the Project Objectives, discussed below. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Draft EIR.

(iii) Rationale for Findings

The No Project Alternative maintains the project site in its current condition with three single-story commercial buildings (approximately 42,763 square feet of floor area), surface parking areas, and lawn areas. The existing buildings are currently used as creative office space. As a result, the No Project Alternative does not result in the construction of an approximately 498,599-square-foot mixed-use project containing offices, 250 multi-family residences, and retail/restaurant space with associated parking. As such, the No Project Alternative would not create the project's community serving amenities, including the 49,135 square foot retail/restaurant space or the

residences. Therefore, the No Project Alternative would not create housing stock needed to address existing demand, would not provide additional pedestrian amenities or enhance pedestrian activities, would not contribute to the revitalization of Hollywood south, and would not result in new jobs. Therefore, the No Project Alternative would not meet any of the Project Objectives.

(iv) Reference

For a complete discussion of impacts associated with Alternative 1, please see Section VI of the Draft EIR.

2. Alternative 2 – Project With Hotel

Under the Project With Hotel Alternative, Alternative 2, Project With Hotel, would be similar to the project except that it would include 100 hotel rooms in lieu of 50 residential units. The hotel space would be located within the building proposed under the project for residential units; the building would include 200 residential units and 100 hotel rooms under this alternative. Thus, the Project With Hotel Alternative would include the following components:

Alternative 2 Floor Area

Land Use	Floor Area
Office	233,665 sf
Residential	172,639 sf (200 units)
Hotel	43,160 sf (100 rooms)
Retail/Restaurant	49,135 sf
Total	***498,599 sf***
sf = square feet *Source: Fehr & Peers, 2015.*	

(i) Impact Summary:

The Project With Hotel Alternative would not avoid any of the significant and unavoidable impacts that would occur under the project. Comparable significant and unavoidable impacts that would occur under the project would also occur under Alternative 2.

Also, the Project With Hotel Alternative would result in a greater significant and unavoidable traffic impact (project operations), and would increase the less than significant traffic impacts associated with construction and consistency with applicable plans. For example, as identified on Table 7-2 of Appendix J to the Draft EIR, Alternative 2 (Option 2) would result in greater increases in V/C ratios at a number of intersections when compared to the proposed project.

The Project With Hotel Alternative would have similar impacts to the project with respect to other resource areas, including similar significant and unavoidable noise impacts.

(ii) Findings

The Project With Hotel Alternative has higher significant and unavoidable impacts than the project with respect to operational traffic. It would also result in greater, though still less than significant, impacts associated with construction traffic and consistency with traffic plans. The Project With Hotel Alternative would result in similar significant and unavoidable construction noise and construction vibration impacts as the project.

The Project With Hotel Alternative implements the Project Objectives. However, it would not meet Project Objective 5 to the same degree as the project because the Alternative would provide fewer residential units than the project.

It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Project With Hotel Alternative described in the Draft EIR.

(iii) Rationale for Findings

The Project With Hotel Alternative would replace 50 dwelling units with 100 hotel units. Buildout under the Project With Hotel Alternative would consist of: 233,665 square feet of office space, 172,639 square feet of residential space (200 units), 43,160 square feet of hotel space (100 rooms), and 49,135 square feet of retail/restaurant space.

Under the Project With Hotel Alternative, new project-related vehicle trips are generated that exceed the traffic generation associated with the project, as shown in Draft EIR Table VI-4 (Alternative 2 Trip Generation). Accordingly, impacts of this alternative would be higher than the project's significant and unavoidable impacts related to traffic.

The Project With Hotel Alternative implements the following Project Objectives to a lesser degree than the project: (5) To create new housing stock to address the unmet regional demand. Objective 5 is met to a lesser degree because the Project With Hotel Alternative would eliminate 50 dwelling units that would be constructed with the project.

(iv) Reference

For a complete discussion of impacts associated with Alternative 2, please see Section VI of the Draft EIR.

3. Alternative 3 – Historic Preservation

Under the Historic Preservation Alternative, the former Big Lots building at 1341 Vine Street would be retained, and remainder of the project site would be developed with an 18-story tower with 250 residential units, an 11-story office tower, and a parking structure. The 1341 Vine Street building would be expanded to provide approximately 49,135 square feet of retail land uses. The parking structure would have three aboveground levels and four belowground levels, and would include landscaping on its roof. The development proposed under the Historic Preservation Alternative is identified below:

Alternative 3 Floor Area

Land Use	Floor Area
Office	233,665 sf
Residential (250 units)	215,799 sf
Retail	49,135 sf
Total	***498,599 sf***
sf = square feet *Source: Shimoda Design Group, 2015.*	

(i) Impact Summary

The Historic Preservation Alternative avoids the project's significant and unavoidable historical resources impact by eliminating demolition of the 1341 Vine Street building. Under this alternative, historic resources impacts would be less than significant. However, the setting surrounding the 1341 Vine Street building would be substantially different than what currently exists. The block on which the 1341 Vine Street building is located is currently characterized by low-rise buildings, surface parking lots, and landscaped areas. Under Alternative 3, the block would be developed with two tall buildings (18 stories and 11 stories) and an aboveground parking structure (three levels).

The Historic Preservation Alternative would result in greater, though still less than significant, aesthetic impacts than the project. The proposed office building under Alternative 3 would be taller than the office buildings under the project, but the residential tower building would be shorter than the comparable building under the project. As the proposed residential and office buildings would be built on top of a parking structure, the buildings would not smoothly integrate with the visual character of the surrounding land uses. Although pedestrian amenities would be provided within the project site, they would not be easily accessible to pedestrians travelling to and from the project site. Space for outdoor dining, public art, landscaping and gathering areas would not be accessible to the general public.

Likewise, the Historic Preservation Alternative would result in greater, though less than significant, land use consistency impacts than the project. As the proposed buildings would be built on top of a parking structure, the buildings would not smoothly integrate with the surrounding land uses. Moreover, while pedestrian amenities would be provided within the project site, they would not be easily accessible to pedestrians travelling to and from the project site. Space for outdoor dining, public art, landscaping, wide-terraced walkways, and gathering areas would not be as easily accessible to the general public as the project which is in conflict with the City's General Plan Framework Element land use objectives and policies regarding walkability and pedestrian access, including Policy 3.2.3, Objective 5.8, and Policy 5.8.1.

Alternative 3 would not avoid the project's significant and unavoidable traffic, air quality, or noise impacts, which would be similar under the Historic Preservation Alternative.

(ii) Findings

The Historic Preservation Alternative avoids the project's significant historic resources impact because it preserves the 1341 Vine Street building. Under this alternative, historic impacts would be less than significant.

The Historic Preservation Alternative would not avoid the project's significant noise, air quality, or traffic impacts, as the alternative includes a development scope that is largely consistent with the proposed project. Also, this alternative would increase the project's less than significant impacts to aesthetics and land use consistency, although such impacts would still be less than significant.

The Historic Preservation Alternative implements some of the project Objectives, but not to the same degree as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Historic Preservation Alternative described in the Draft EIR.

(iii) Rationale for Findings

The Historic Preservation Alternative retains the Big Lots building at 1341 Vine Street. The remainder of the project site would be developed with an 18-story tower with 250 residential units, an 11-story office tower, and a parking structure. The 1341 Vine Street building would be expanded to provide approximately 49,135 square feet of retail land uses. The parking structure would have three aboveground levels and four belowground levels, and would include landscaping on its roof.

The proposed office building under Alternative 3 would be taller than the office buildings under the project, but the residential tower building would be shorter than the comparable building under the project. As the proposed residential and office buildings would be built on top of a parking structure, the buildings would not smoothly integrate with the visual character of the surrounding land uses. Although pedestrian amenities would be provided within the project site, they would not be easily accessible to pedestrians travelling to and from the project site. Space for outdoor dining, public art, landscaping and gathering areas would not be accessible to the general public. This would result in greater impacts to aesthetics and land use consistency, as discussed above.

The Historic Preservation Alternative would not meet the following project Objectives or not meet the objectives as fully as the project: (2): to establish complimentary land uses that promote vibrant and dynamic 24-hour activity center and would revitalize underutilized urban property and foster local economic development; (4) serve the needs of the community and compliment surrounding development; (5) create new housing stock to address the unmet regional demand; (6) provide for development of the site with design elements and physical massing that enhance pedestrian activity, access, comfort, and safety along Vine Street and in the Hollywood community, in general; (7) create a project that provides easy access and amenities (e.g., ground-level access and bicycle parking) for pedestrians and bicyclists; (8) provide a project that serves to extend the redevelopment and revitalization of Hollywood south along Vine Street; and (9) create high-quality office space necessary to attract the corporate headquarters of major technology and entertainment companies to Hollywood.

(iv) Reference

For a complete discussion of impacts associated with Alternative 3, please see Section VI of the Draft EIR.

4. Alternative 4 - Reduced Project

The Reduced Project Alternative would reduce the type and amount of development on the project site to such an extent that the significant traffic impacts that would occur with the project would be substantially reduced. Alternative 4 would involve the demolition of all of the existing buildings on the project site and the construction of four new buildings above a three-story parking structure. The four buildings would include a 13-story building with 100 residential units and three four-story office buildings; all three buildings would include ground-floor retail/restaurant space. The development summary of Alternative 4 is described below:

Alternative 4 Floor Area

Land Use	Floor Area
Office	233,665 sf
Residential (100 units)	112,500 sf (100 units)
Retail/Restaurant	43,000 sf
Total	***389,165 sf***
sf = square feet *Source: Shimoda Design Group, 2015.*	

(i) Impact Summary

The Reduced Project Alternative would not avoid the project's significant and unavoidable construction air quality, historic resources, construction noise and vibration, or operational traffic impacts, and these impacts would still remain significant and unavoidable. However, it would reduce the project's significant construction air quality impact and operational traffic impact, but not to a level of less than significance.

Alternative 4 would result in lesser impacts than the project with respect to air quality emissions, greenhouse gases, groundwater impacts, dividing an established community, police protection and libraries, construction and operational traffic, utilities and service systems, and energy supplies. However, while Alternative 4 would result in lesser impacts to those resources areas, the impact conclusions remain the same as the proposed project.

(ii) Findings

The Reduced Project Alternative does not avoid or minimize the significant and unavoidable impacts of the project with respect to construction air quality, historic resources, construction noise and vibration, or operational traffic to a less than significant level. However, Alternative 4 would reduce the project's significant construction air quality impact and operational traffic impact, though both would still be significant and unavoidable.

The Reduced Density Alternative has similar shade/shadow and light/glare impacts, cultural resources impacts, biological resources impacts, geology and soils impacts, water quality, drainage, and flooding impacts, noise impacts, population and housing impact, and certain public service impacts as the project.

The Alternative would reduce the project's less than significant impacts with respect to operational air quality, greenhouse gas emissions, police protection, libraries, construction traffic, utilities and service systems, and energy supplies, but such impacts would still be less than significant. IT

would also reduce the project's less than significant groundwater and community division impacts to a no impact level.

The Alternative would increase the project's less than significant aesthetic/views impact, and land use plan consistency and compatibility impacts, but not to a significant and unavoidable level.

In addition, the Reduced Project Alternative implements some of the Project Objectives, but not to the same degree as the project. It is found pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Reduced Project Alternative described in the Draft EIR.

(iii) Rationale for Findings

The Reduced Project Alternative would involve the demolition of all of the existing buildings on the project site and the construction of four new buildings above a three-story parking structure. Due to the projected costs and reduced income associated with this alternative, the parking would be placed in an aboveground structure rather than underground (i.e., as it would be with the proposed project). The four buildings would include a 13-story residential building containing 100 units and three four-story office buildings; all three buildings would include ground-floor retail/restaurant space. The uses would be the same as with the proposed project.

Alternative 4 would increase the density and massing on the project site compared to existing conditions. As the proposed buildings would be built on top of a parking structure, the buildings would not smoothly integrate with the visual character of the surrounding land uses. Although pedestrian amenities would be provided within the project site, they would not be accessible to pedestrians travelling to and from the project site. Space for outdoor dining, public art, landscaping, and gathering areas would not be accessible to the general public. Although the existing project site is also inaccessible to the public, landscaping and low-rise buildings distinguish the existing visual character.

The amount of floor area to be developed under Alternative 4 would be less than the amount proposed under the project. As such, it is assumed that less air pollutants would be emitted from the project site under this alternative as under the project. However, impacts would still be significant and unavoidable.

Similarly, Alternative 4's greenhouse gas impacts would be lesser than those of the project (still less than significant) because Alternative 4 would include less construction and less overall development.

Unlike the project, this alternative would not be constructed over a subterranean parking structure because the parking structure would be above ground. As such, there is no potential for the construction of this alternative, including grading and foundations, to encounter the groundwater table. Therefore, Alternative 4 would result in no impacts to groundwater.

With respect to Alternative 4's greater land use impacts, the proposed buildings and outdoor amenities would be built on top of a parking structure rather than at grade level. Although pedestrian amenities would be provided within the project site such as space for outdoor dining, public art, landscaping, wide-terraced walkways, and gathering areas, they would not be as easily accessible to pedestrians travelling to and from the project site. As such, Alternative 4 would conflict with the City's General Plan Framework Element land use objectives and policies regarding walkability and pedestrian access.

Construction of this alternative would still include significant noise from machinery, so impacts would remain significant. Operational noise, however, would be marginally reduced consistent with the lesser amount of total development.

The overall lesser total development would also result in a marginal decrease in traffic, police protection, and utilities and service systems impacts of the project.

The Reduced Project Alternative would satisfy fewer Project Objectives than the project, and would not meet the following objectives as fully as the project: (1) provide for the efficient and functional development of an underutilized site, which is designated to allow for regional commercial development, through the replacement of vacant buildings and surface parking lots with new housing, retail, office, and other commercial uses to meet anticipated community and regional demands; (2) establish complementary land uses that promote a vibrant and dynamic 24-hour activity center and would revitalize underutilized urban property and foster local economic development; (3) create a cohesive, internally integrated, transit-oriented project with an economically viable mixture of uses that provide new residential, employment, and entertainment opportunities; (4) serve the needs of the community and complement surrounding development; and (5) create new housing stock to address the unmet regional demand. Also, Alternative 4 would not meet the following Project Objectives: (6) provide for development of the site with design elements and physical massing that enhance pedestrian activity, access, comfort, and safety along Vine Street and in the Hollywood community, in general; (7) create a project that provides easy access and amenities (e.g., ground-level access and bicycle parking) for pedestrians and bicyclists; (8) provide a project that serves to extend the redevelopment and revitalization of Hollywood south along Vine Street; and (9) create high-quality office space

necessary to attract the corporate headquarters of major technology and entertainment companies to Hollywood.

(iv) Reference

For a complete discussion of impacts associated with Alternative 4, please see Section VI of the Draft EIR.

5. Alternative 5 – Project With Office

Under the Project With Office Alternative, land uses would be allocated differently when compared to the project. Alternative 5 would include a 50-unit reduction in the number of residential units, a 33,000-square-foot reduction in retail/restaurant uses, and a 64,506-square-foot increase in the amount of office space. Overall, Alternative 5 would be 1,750 square feet smaller than the project. Alternative 5 would include the land uses listed in Table VI-24, Alternative 5 Floor Area. In addition, there would be no vehicular access to the project site via Ivar Avenue under Alternative 5.

Alternative 5 Floor Area

Land Use	Floor Area
Office	298,171 sf
Residential	182,543 sf (200 units)
Quality Restaurant	11,935 sf
High-Turnover Restaurant	4,200 sf
Total	***496,849 sf***
sf = square feet *Source: Fehr & Peers, 2016.*	

(i) Impact Summary

The Project With Office Alternative would not avoid any of the significant and unavoidable impacts that would occur under the project. Comparable significant and unavoidable impacts that would occur under the project would also occur under Alternative 5. However, fewer intersections would have significant and unavoidable traffic impacts after mitigation under Alternative 5 (five intersections under Alternative 5 compared to eight intersections under the project).

(ii) Findings

The Project With Office Alternative would not avoid any of the project's significant and unavoidable impact, and would not marginally increase or decrease the project's less than significant impacts. However, Alternative 5 would lessen the unavoidable traffic impacts of the project, but would not reduce such impacts to a less than significant level.

In addition, the Project With Office Alternative does not implement some of the Project Objectives to the same degree as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Project With Office Alternative described in the Final EIR.

(iii) Rationale for Findings

The Project With Office Alternative would result in only a marginal decrease in overall development scope of the project (1,750 square feet less). It would eliminate 50 dwelling units and 33,000 square feet of retail/restaurant uses, and would increase the amount of office space by 64,506 square feet. In addition, there would be no vehicular access to the project site via Ivar Avenue under Alternative 5.

The design and configuration of development under Alternative 5 would be largely comparable to the project, with only minor changes. The use changes proposed by Alternative 5 would result in minor differences with respect to various resource areas, including traffic and utilities and service systems, but not to the extent that the impact conclusions of the project would change. Alternative 5 would, like the project, include a subterranean garage and would demolish 1341 Vine Street.

Alternative 5 would meet all of the Project Objectives. However, although it would still add residential units to the City's housing stock, this alternative would not meet Project Objective 5 ((5) create new housing stock to address the unmet regional demand) to the same extent as would the project.

(iv) Reference

For a complete discussion of impacts associated with Alternative 5, please see Final EIR Section IV (Corrections to Section VI of the Draft EIR).

D. Alternatives Rejected as Being Infeasible

In addition to the five alternatives listed above, another two other alternatives were considered and rejected.

- An alternative to relocate the historic 1341 Vine Street building was considered and rejected because dismantling the existing building would likely damage substantial portions of the wood and steel framing. A licensed structural engineer evaluated this alternative and determined that relocation would be infeasible.

- An alternative location for the project was considered and rejected because the Applicant does not own any properties in the Los Angeles metropolitan area of a comparable size that are located in close proximity to public transit and would support a project of this type.

E. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. In addition, Section 15126.6(e)(2) of the CEQA Guidelines states that: "If the environmentally superior alternative is the 'No Project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

The selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the project, and on a comparison of the remaining environmental impacts of each alternative.

Of the alternatives evaluated, the No Project Alternative is considered the overall environmentally superior alternative as it would avoid nearly all of the impacts that would occur under the project. However, the No Project Alternative would not meet any of the Project Objectives. In addition, without development of the project at the project Site, although most impacts are avoided under the No Project Alternative, the beneficial aspects of the project, such as the 250 residential dwelling units, the increase in employment, revitalization and utilization of an underutilized site, providing pedestrian amenities and foster economic growth, providing a space attractive as corporate headquarters, and the fulfillment of numerous regional and City plan and policy goals for the area would not occur.

Among the other alternatives, the environmentally superior alternative is Alternative 4 (Reduced Project). Alternative 4 would reduce the type and amount of development on the project Site to such an extent that the significant traffic impacts that would occur with the project would be substantially reduced. Alternative 4 would involve the demolition of all of the existing buildings on the project Site and the construction of four new buildings above a three-story parking structure. The four buildings would include a 13-story building with 100 residential units and three four-story office buildings; all three buildings would include ground-floor retail/restaurant space.

Alternative 4 would reduce the impacts of the project with respect to Air Quality (construction and operation), Greenhouse Gas Emissions (emissions and consistency with plans), Hydrology and Water Quality (groundwater), Public Services (police protection and libraries), Traffic (construction and operation), Utilities and Service Systems (water, wastewater, solid waste, and energy supplies). Although, Alternative 4 would increase the impacts of the project with respect to Aesthetics (views) and Land Use and Planning (consistency with plans and

compatibility), there would still be less-than-significant impacts.

Although Alternative 4 would be consistent with the regional (i.e., SCAG) and the City's land use goals that address housing, mixed-use development near transit, etc., it would not meet these goals as fully as the project. While Alternative 4 would include land uses that are consistent with the Regional Center Commercial designation in the General Plan Framework and would generally be in compliance with regional planning policies, Alternative 4 would have approximately 78 percent of the development of the project and, thus, would implement the regional and local growth strategies to a lesser degree than the project. In addition, pedestrian amenities would not be easily accessible under Alternative 4 because amenities would not be located at grade level.

Furthermore, Alternative 4 would not meet the following Project Objectives:

6) To provide for development of the site with design elements and physical massing that enhance pedestrian activity, access, comfort, and safety along Vine Street and in the Hollywood community, in general.

7) To create a project that provides easy access and amenities (e.g., ground-level access and bicycle parking) for pedestrians and bicyclists.

8) To provide a project that serves to extend the redevelopment and revitalization of Hollywood south along Vine Street.

9) To create high-quality office space necessary to attract the corporate headquarters of major technology and entertainment companies to Hollywood.

X. OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The project would involve the demolition of the existing buildings and construction of an approximately 498,599-square-foot mixed-use project containing offices, residences, and retail/restaurant space with associated parking. The project would include approximately 233,665 square feet of office, and 49,135 square feet of retail/restaurant land uses within three buildings. The project would also include an approximately 215,799-square-foot, 23-story residential tower containing up to 250 multi-family residences. The residential portion of the project would also include a gym, a pool, and public and private open space.

The project would generate approximately 1,252 employees, which would result in a net increase of approximately 1,048 employees on the project Site. This increased

employee population would patronize local businesses and services in the area, and would foster economic growth. The potential concentration of employment in this area of the City that would occur under the project would be consistent with the regional growth management policies discussed in detail in Draft EIR Section IV.I (Land Use & Planning). These policies promote development activity in existing developed areas, especially areas near existing transit and transportation infrastructure, such as the project Site. The project would foster economic growth and revitalize an area by adding businesses to the project Site. The employees associated with the project could, in turn, patronize existing local businesses and services in the area. The Hollywood Community Plan policies also promote an arrangement of land use, circulation, and services which encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community. More specifically, the Community Plan encourages the development of projects that promote economic well-being and public convenience, promote Hollywood as a major center of population, employment, retail services, and entertainment, and make provisions for housing to satisfy the varying needs and desires of all economic segments of the community. The projected employment growth would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels, and that would result in an adverse physical change in the environment, or introduce unplanned infrastructure (see Draft EIR Section IV.K [Population and Housing]). Therefore, projected employment growth associated with the project would be less than significant

The project would result in a net increase of 1,048 employees on the project Site, which could result in induced housing growth on and in the vicinity of the project Site. The project would include some high-skilled jobs, and those employees may choose to relocate or move to the project Site to be closer to their jobs. The project, which includes offices and retail/restaurant land uses, would generally seek to attract high-skill jobs located near transit opportunities. The types of jobs, which include office, restaurant, and retail, at the project Site would enable employees to have a range of housing options. It is reasonable to expect, however, that some of the new employees would be drawn from the local labor force in the Community Plan Area and surrounding communities. In addition, it is likely that many of the employees associated with land uses to be located or relocating to the project Site are long-term residents of other nearby communities and are unlikely to relocate as a result of the project. The additional 250 residential units proposed to be developed would be within the SCAG's anticipated growth, representing approximately 0.17 percent of the Citywide total growth in housing units for the period of 2008 to 2020. Therefore, the project would be within the projections for housing unit growth Citywide.

In 2008, SCAG estimates that the City of Los Angeles subregion had a total population of 3,770,500 persons. According to SCAG, the subregional population is expected to increase by 221,200 between 2008 and 2020, with additional growth of 328,900 persons between 2020 and 2035. As discussed in Draft EIR Section IV.K (Population and Housing), the construction of 250 additional

residential units on the project Site would be expected to generate 538 new residents in the City. The addition of these new residents within the project would be within the SCAG growth projection, representing approximately 0.11 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.08 percent of the Citywide total growth for the period of 2020 to 2035. Since the population growth associated with the project would be within the projected growth for the City of Los Angeles subregion, impacts related to population growth would be less than significant.

B. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines provide that an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project Site.

Construction of the project requires consumption of resources that are not replenishable or that may renew slowly as to be considered non-renewable. These resources include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, are be consumed in the use of construction vehicles and equipment. The consumption of these resources are out through the construction period. The commitment of resources required for the type and level of development would limit the availability of these resources for future generations for other uses during the operation of the project. However, this resource consumption would be consistent with growth and anticipated growth in the Los Angeles area.

C. CEQA Considerations

1. The City, acting through the Department of City Planning is the "Lead Agency" for the project evaluated the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions;

Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing, and Employment; Public Services; Transportation; and Utilities. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decisions makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements and errata were compiled and presented to the decision makers for review and consideration. The City staff has made every effort to notify the decision makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

a. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

b. The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

c. None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

7. The mitigation measures identified for the project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

8. The alternatives identified for the project were included in the Draft EIR, with the exception of Alternative 5, which was added to the Final EIR. The addition of Alternative 5 to the Final EIR does not requires recirculation under CEQA Guidelines Section 15088.5(a)(3), because it does not constitute significant new information that deprived the public of a meaningful opportunity to comment on a substantial adverse effect of the project or a feasible project alternative that is considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project and was not adopted.

9. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project that it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City, and adopted by the City, serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and ensures

compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

10. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.

11. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning.

12. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

13. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.

14. The EIR is a project EIR for purposes of environmental analysis of the project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and other regulatory jurisdictions.

15. 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.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As described in Section I through VIII of these CEQA Findings of Fact, the City has considered all potentially feasible mitigation measures to substantially lessen or avoid the project's significant and unavoidable impacts. Where feasible, mitigation measures have been adopted as part of the project. As discussed in Section VIII, the imposition of these measures will reduce all impacts to a less than significant level, with the exception of the identified regional air quality emissions impacts (construction), cultural resources impacts, construction traffic impacts, noise impacts (construction) and traffic/transportation level of service impacts. The City finds that it is not feasible to fully mitigate these project impacts.

Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allows the occurrence of significant impacts identified in the Final EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to Section 15093 (b) of the CEQA Guidelines, that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects identified in the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Final EIR, the source references in the Final EIR, and other documents and material that constitute the record of proceedings.

After review of the entire administrative record, including, but not limited to, the EIR, the staff reports, the oral and written testimony, and evidence presented at public hearings, the City finds that specific economic, social, region-wide environmental benefits, and other anticipated benefits of the project (identified below) outweigh the significant and unavoidable impacts and therefore, justify the approval. These benefits, goals and objectives of the project provide the rationale for approval of the proposed project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the project and the certification of the completed Final EIR. Despite the unavoidable air quality, cultural, noise, and transportation/traffic impacts caused by the construction and operation of the project, the City approves the project based on the following contributions of the project to the community:

1. Implementation of the project will result in the redevelopment of a currently underutilized site, currently improved with obsolete buildings and surface parking lots, into a cohesive, internally integrated, mixed-use development that combines and integrates complementary uses, such as community-serving restaurant/retail, creative office, and residential and hotel uses.

2. Implementation of the project will provide housing, restaurant/retail, and office uses along a major public transportation corridor in furtherance of the City's goals and policies.

3. Implementation of the project will support local and regional sustainability goals through an urban infill development that supports and encourages transit usage and reduces automobile trips by creating a pedestrian-friendly environment and providing retail/restaurant, residential, hotel and office amenities on-site that can be utilized by project residents, visitors, employees or others within walking distance of the project.

4. Implementation of the project will reinforce the City's commitment to facilitate a reduction in traffic impacts by locating the project in an area heavily-served by public transportation, including, but not limited to, the Metro Red Line (Hollywood/Vine),LADOT DASH bus and Metro Local buses, despite the significant unavoidable impacts to five intersections.

5. Implementation of the project will maximize land use opportunities and providing a vibrant and dynamic mixed-use activity center with new amenities, publically accessible spaces and improvements that are consistent with, and complement, residential, office, retail/restaurant, entertainment and office uses in the surrounding Hollywood community.

6. Implementation of the project will provide publicly accessible plazas that lead to interior courtyards, open spaces and pedestrian paths. The plazas would support outdoor dining, public art, and other social and professional activities.

7. Implementation of the project will facilitate street activity by creating a safe and enhanced pedestrian-friendly environment through new street trees and parkway planting, sidewalk and other infrastructure improvements (e.g., street and pedestrian lighting) by providing ground-floor retail/restaurant uses, subterranean parking, and providing pedestrian access from Vine Street and Ivar Avenue into and through the new development on landscaped pathways.

8. Implementation of the project will serve to extend the redevelopment and revitalization of Hollywood south along Vine Street.

9. Implementation of the project will promote alternative methods of transportation by providing pedestrian pathways/linkages within the project site and providing short-term and long-term bicycle parking storage, and vehicle charging facilities.

10. Implementation of the project will provide new housing units to help meet the market demand for housing in Los Angeles, and will contribute to the

improvement of the job-housing balance in the Hollywood area by providing new housing within a major employment center.

11. Implementation of the project will maximize the development potential of the project site within the context of the Hollywood area that ensures a unified and cohesive development that will (i) improve the aesthetic quality of the project site, and (ii) will provide new, efficient buildings that are sensitive to, and enhance, adjacent and nearby uses.

12. Implementation of the project will incorporate various green building/sustainability measures and features to enhance air quality, energy efficiency, and water efficiency and support Los Angeles' sustainability goals and polices, including without limitation that the project will pursue at least Leadership in Energy and Environmental Design (LEED) Gold certification for Core and Shell for the commercial buildings, and the proposed residential/hotel tower will pursue at least LEED Silver certification.

13. Implementation of the project will generate a broad range of both construction and permanent jobs.

14. Implementation of the project will provide the City with needed improvements and upgrades to transportation infrastructure where feasible, including, but not limited to, funding the upgrade of the signal controllers at intersections (MM-TR-al11, PDF TR-1).

15. Implementation of the project will significantly enhance the local property and sales tax bases, generating substantial new revenue for a broad range of public agencies, including without limitation the City, Los Angeles County and the Los Angeles Unified School District.

Finding:

For all any and all of the foregoing reasons, the City finds that the benefits of the project, as approved, outweigh and override the significant and unavoidable impacts identified above. Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the project, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the project's significant and unavoidable impacts, the City hereby finds that the each of the project's benefits, as listed above, outweighs and overrides the significant unavoidable impacts of the project.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 73536 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed

findings as follows:

(a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The project site is located in the Hollywood Community Plan Area, the Hollywood Redevelopment Project Area, and is zoned as C4-2D-SN (Commercial - Height District 2 - Sign District). The "D" limitation restricts the maximum floor area ratio (FAR) permitted on the western lots to 2:1, whereas the eastern lots are not subject to the "D" limitation, thus allowing an FAR of 4.5:1. The property is also located within the Hollywood Signage Supplement Use District area pursuant to Ordinance No. 176,172, and as amended by Ordinance No. 181,340.The Community Plan designates the project site for Regional Center Commercial land uses with the corresponding zones of C2, C4, P, PB, RAS3 and RAS4. In conjunction with the Vesting Tentative Tract Map, the applicant is requesting approval of Case No. ZA-2015-1766-MCUP-VCU-SPR.

The project is not subject to the Specific Plan for the Management of Flood Hazards, floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion or hazard areas.

The project involves the construction of an approximately 496,849 square-foot mixed-use development containing offices, residences, and restaurant space with associated parking. The project includes approximately 285,719 square feet of office space and 16,135 square feet of restaurant space in four buildings up to six stories in height (Buildings A, B, C, and D). The project also includes an approximately 194,995 square-foot, 19-story residential tower containing 200 multi-family residences (Building F). The residential portion of the project also includes a gym, a pool, and public and private open space. The ground floor outdoor areas include public open space in the form of public courtyards and landscaping. Automobile parking will be provided within three subterranean levels while bicycle parking will be provided throughout the project site and on the first parking level. This project was analyzed in Alternative 5 of the Final EIR.

The Subdivision Map Act requires the Advisory Agency to find the proposed map be consistent with the General Plan. The project is consistent with Chapter 3, Land Use of the General Plan Framework. The project site is designated a Regional Center, that are "intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a population of 250,000 to 500,000 residents." The project is consistent with the following goal, objective and policies of the Framework:

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

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

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 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

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

Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

The project is consistent with the above goal, objective and policies because the project will provide 200 new multi-family residential units, approximately 285,719 square feet of office space, and 16,135 square feet of restaurant space, within the Hollywood Community Plan area. The project vicinity is characterized by a wide range of uses including low- to high-intensity commercial, institutional, and residential uses within a transit rich district. The project site is within close proximity to several public transportation lines including the Metro Red Line and will provide bicycle and EV ready parking spaces to encourage alternative modes of transportation. In addition, the project provides approximately 27,768 square feet of publically accessible open space, streetscape improvements including sidewalk widening and parkway planting and ground level restaurant space to induce pedestrian activity.

The 2013-2021 Housing Element of the General Plan is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies a need for more housing while Chapter 6 of the Housing Element lists the goals, objectives, policies and programs that "embody the City's commitment to meeting housing needs." The applicable housing goals, objectives and policies are as follows:

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

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

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

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

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

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

Policy 2.2.5: Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.

Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing.

Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.

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

Policy 2.4.1: Promote preservation of neighborhood character in balance with facilitating new development.

The project is consistent with the above goals, objectives and policies because the project will provide 200 new multi-family residential units, adding to the citywide housing supply for current and future residents of the Hollywood Community Plan within a Regional Center Commercial area. The project also includes amenities for residents and the community including restaurant and office space, private outdoor space for residents, as well as publically accessible open space for residents, employees and visitors with convenient access to regional bus and rail transit lines including the Metro Red Line.

The project will also promote sustainability by pursuing LEED Gold certification for Core and Shell under the LEED v3 rating system for the office buildings and LEED Silver certification for the residential tower. In addition, the project exceeds the requirements of the Los Angeles Green Building Code with implementation of Project Design Features PDF EC-1 through PDF EC-5 and PDF NG-1 through PDF NG-5. These Project Design Features include the installation of: automatic and day-lighting controls and zoning; cool roofs; energy efficient heating cooling systems; energy efficient windows; energy efficient appliances; and low flow water-use fixtures. Low flow fixtures include waterless urinals, ultra low-flow toilets in all bathrooms, low-flow aerators, and appropriate landscaping, which would reduce water use by at least 50 percent.

Most of the project's demolition waste will be recycled and salvaged to the maximum extent feasible at a minimum of 75 percent diversion from the local landfill. During construction, the project will implement a recycling plan. The project will facilitate reduction of solid waste with implementation of Project Design Features PDF SW-1 through PDF SW-5. These Project Design Features include the requirement of a recycling plan during demolition, construction and operation of the project and a solid waste diversion rate target of 65 percent for non-hazardous materials.

The project does not involve the demolition of existing residences. The project will construct 200 new multi-family residences. The proposed residences will be developed on the western portion of the project site, within the residential tower, which is respectful to the character of the existing residential neighborhood located east of Vine Street (the closest residential neighborhood to the project site). In addition, the project includes a variety of units sizes and types, including 100 studio units, 32 one-bedroom units, 64 two-bedroom units and 4 three-bedroom units. As such, the project is consistent with the goals, objectives and policies of the City's Housing Element.

The Hollywood Community Plan, a part of the Land Use Element of the City's General Plan, states the following policies that are relevant to the project:

> Commerce Policy: Parking areas should be located between commercial and residential uses on the commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setback.
>
> Commerce Policy: The Plan encourages the retention of neighborhood convenience clusters offering retail and service establishments oriented to pedestrians.
>
> Housing Policy: New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.

The project achieves the above policies by providing parking for the project within a subterranean parking garage that will not be visible from the surrounding roadways.

Although the existing retail building will be demolished, the proposed retail uses will be located at grade with access directly from the sidewalk. The project will provide approximately 35,953 square feet of open space for the 200 residences (100 square feet per studio, 125 square feet per one-bedroom, and 175 square feet per two-bedroom unit) , although 25,500 square feet is required. Common open space is provided in the form of a pool, gym, and pool deck while private space is provided in the form of balconies for 56 of the residential units. The common open space consists of publically accessible courtyards that will be landscaped. As such, the project is consistent with the policies of the Hollywood Community Plan.
In addition, the project is located within the boundaries of the Hollywood Redevelopment Project and has been conditioned to record and execute a Covenant and Agreement with the Community Redevelopment Agency, or its successor in interest, to comply with the Hollywood Redevelopment Project.

Therefore, as conditioned, the proposed vesting tract map is consistent with the intent and purpose of the General Plan, including the Hollywood Community Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The design and improvement of the proposed subdivision will be consistent with the update to the City's General Plan Transportation Element: Mobility Plan 2035. Specifically, De Longpre Avenue, adjoining the project site to the north, is designated a Local Street Standard and is dedicated to a 58-foot width at the project's street frontage; Vine Street, adjoining the project site to the east, is designated an Avenue II and is dedicated to a 90-foot width at the project's street frontage; Ivar Avenue, adjoining the project site to the west, is designated a Local Street and is dedicated to a 65-foot width at the project's street frontage; and Homewood Avenue, adjoining the project site to the south, is designated a Local Street Standard and is dedicated to a 50-foot width at the project's street frontage. All streets are improved with sidewalks, curbs and gutters. The project has been conditioned to improve Ivar Avenue with the construction of a 12-foot full width concrete sidewalk, improve Homewood Avenue with the construction of a 12-foot full width concrete sidewalk, and improve Vine Street and De Longpre Avenue with the construction of additional concrete sidewalk with the newly cut corner dedication areas.

The proposed subdivision includes driveway improvements. Specifically, the project includes three driveways, one along De Longpre Avenue, one along Ivar Avenue and one along Homewood Avenue. The project is herein conditioned to submit a parking area and driveway to the Department of Transportation for approval prior to submittal of building plans for plan check by the Department of Building and Safety. The three driveways provide access to a three-level subterranean parking garage with 990 total parking spaces. The parking structure spans the length of the project site and is physically integrated within the project site. Passenger vehicle access and truck loading/unloading for the residential and commercial components is provided via a driveway and drop-off area that extends from De Longpre Avenue. A second driveway off of De Longpre Avenue leads directly into the subterranean parking structure. Another driveway is located along Homewood Avenue

leading into the subterranean parking. The driveways are located at a sufficient distance from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with LADOT standards and approvals. Each of the driveway locations were analyzed in the Academy Square EIR and are projected to operate at acceptable LOS (LOS C or better) under future with project conditions. No hazardous design features or uses will be introduced with the project that would create significant hazards to the surrounding roadways. In addition, the project provides 325 bicycle parking spaces located throughout the project site.

The proposed subdivision includes streetlight improvements required by the Bureau of Street Lighting, including three on Vine Street and three on Ivar Avenue, should the Bureau of Engineering require street widening.

The project includes over 27,000 square feet of privately maintained, publicly accessible open space area with landscaping, trees and gathering areas will be located on the project site at ground level. In addition, the project requires the planting of a minimum of 50 new on-site trees and street trees to comply with LAMC Section 12.21-G, which states that a "minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway."

Therefore, as conditioned, the design and improvement of the proposed subdivision are consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is physically suitable for the proposed subdivision because it is presently developed with existing buildings and is located in a highly urbanized area. Specifically, the 154,857 net square-foot project site is developed with three single-story commercial buildings (approximately 42,763 square feet of floor area) to be demolished.

The project proposes the construction of an approximately 496,849 square-foot mixed-use development containing offices, residences, and restaurant space with associated parking. The project includes approximately 285,719 square feet of office space and 16,135 square feet of restaurant space within four buildings up to six stories in height and an approximately 194,995 square-foot, 19-story residential tower containing 200 residential units. The existing zoning for the project is C4-2D-SN. The C4 Zone allows R4 multiple dwelling uses, which would permit up to 387 dwelling units.

The project site slopes gently to the south, having an approximately 7-foot difference in grade from the northwest corner to the southeast corner of the project site. In addition, the project site is located within an urbanized area and is not located in a slope stability study area, a fault/rupture study zone, or a liquefaction seismic hazard zone. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

While the project introduces new residential, office and restaurant uses on an underutilized lot that consists of three single-story commercial buildings and surface parking lots, the project site is physically suitable for the proposed density of the subdivision because it is a commercially-zoned infill site within an already high-density commercial, office and residential area. The land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity commercial, institutional, and residential uses, which vary widely in architectural style and period of construction. The area surrounding the project site is relatively flat and is developed with commercial land uses, including mixed-use commercial and residential high-rise buildings and hotels along Sunset Boulevard, and restaurants and parking structures on side streets. The project site is located to the south of several notable sites on Sunset Boulevard, such as the ArcLight Hollywood Cinemas, Los Angeles Film School, Hollywood Palladium, CNN, and Amoeba Music. The Academy of Motion Picture Arts and Sciences' Pickford Center for Motion Picture Study is located immediately to the south of the project site, across Homewood Avenue. A six-story parking structure is located directly north of the project site, across De Longpre Avenue, which serves the ArcLight complex and the public. A single-story automotive repair business is located to the west of the project site, across Ivar Avenue. A variety of single-story commercial land uses, including restaurants and retail stores are located to the east of the project site, across Vine Street.

The project site's current land use designation is Regional Center Commercial and is zoned C4-2D-SN. The project is not requesting the approval of a General Plan Amendment or Zone Change. The existing C4 Zone allows density based on the R4 Zone, which requires a minimum 400 square feet of lot area per dwelling unit. The total project site area for purposes of calculating density is 154,857 net square feet. Therefore, the permitted base density allows 387 units (154,857 square feet ÷ 400 square feet/unit = 387 units), however the project proposes only 200 residential units.

In addition, the project is required to provide 25,500 square feet of open space for the residential portion, however 35,953 square feet of open space will be provided for the use of residents and 27,768 square feet of open space will be publicly accessible. The project's open space improvements include public outdoor ground level plazas (Vine Plaza, Ivar Plaza, and the internal courtyard), an outdoor pool deck for residents on the roof deck of the residential tower, indoor multi-purpose rooms for residents, a gym for residents, and 56 private balconies. Twenty-five percent of the common open space will be landscaped in accordance with LAMC requirements.

The project complies with all setback requirements pursuant to the LAMC. The residential tower is set back approximately 19 feet 4 inches from Ivar Avenue on the west and approximately 1-foot 2 inches from De Longpre Avenue to the north. The commercial/office buildings do not require setbacks from the property line although setbacks vary from zero to 7 feet 11 inches along Homewood Avenue, 4 feet 3 inches to 23 feet along Vine Street,

1-foot 2 inches to 11 feet 11 inches along De Longpre Avenue, and 19 feet 4 inches to 24 feet along Ivar Avenue.

Finally, the project provides 990 total parking spaces within the subterranean parking structure that is physically integrated within the project site, ensuring adequate parking for the proposed project, and 325 bicycle parking spaces located throughout the project site.

The project, as conditioned, complies with all LAMC requirements for parking, yards and open space. Therefore, as conditioned, the proposed vesting tract map is physically suitable for the proposed density of the development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The EIR prepared for the project identifies no potential adverse impacts on fish or wildlife resources. The project site, as well as the surrounding area, are presently developed with residential, office and commercial structures and do not provide a natural habitat for either fish or wildlife. The project site is presently developed with three single-story commercial buildings (approximately 42,763 square feet of floor area), surface parking areas, and lawn areas in an urban environment. As discussed in the Academy Square Initial Study and Draft EIR (Case No. ENV-2014-2735-EIR), the project site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. The project will not result in any impacts related to fish or wildlife or their habitat. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The project site does not contain any existing easements. However, at the request of the Bureau of Engineering in their comment letter dated June 24, 2016, the owners of the property shall record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots. In addition, the owner shall maintain the private easements free and clear of obstructions and in safe conditions for use at all times. With these conditions, the proposed subdivision and improvements will not conflict with easements obtained for public purposes.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 73536.