TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2011-2157-ZV-SPR	DEBBIE LAWRENCE 213-978-1167	13

Items Appealable to Council:	Last Day to Appeal:	Appealed:
ZV-SPR	AUG. 27, 2013	Yes ☑ No ☐

Location of Project (Include project titles, if any.)

1600-1618 ½ N. HIGHLAND AVENUE, 1600-1622 N. MCCADDEN PLACE, 6709-6777 W. SELMA AVENUE

Name(s), Applicant / Representative, Address, and Phone Number.

ROBERT CHAMPION
HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD. 1650
LOS ANGELES, CA 90025

JERRY NEUMAN
SHEPPARD MULLIN
333 S. HOPE STREET
LOS ANGELES, CA 90071
213-620-1780

Name(s), Appellant / Representative, Address, and Phone Number.

GEORGE SOLUK, JOHN SOLUK
6753 SELMA AVENUE
LOS ANGELES, CA 90028
805-279-1089

Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

The proposed project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,672 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,203 square feet of retail uses and 134 residential units. Building B will consist of a total of 110,775 square feet - 469 square feet of retail uses and 114 residential units. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height).

The existing Panavision building (24,266 square feet in size) and a commercial building (11,900 square feet in size) are located within the site boundary and, as part of this project, will be maintained as post production, trade school, and office facilities. Including these 36,166 square-foot existing structures (the Panavision and commercial buildings), the project will include a maximum of 285,888 square feet of floor area resulting in an approximate 2.42:1 floor area ratio (FAR) averaged across the site (285,888 square feet of floor area / 118,049.5 square feet of lot area).

A total of 538 parking spaces will be provided.

The site consists of 22 total parcels totaling 2.7 acres on two separate blocks (approximately 118, 049.5 square feet). Existing uses on the site include the Panavision building, surface parking lots, and a commercial building at the corner of Highland and Hawthorn Avenue.

The applicant seeks a Zone/Height District Change and a Conditional Use Permit for the averaging of FAR for the entire site (2.42:1 FAR averaged over the entire site), parking variances to reduce required parking (requesting 538 parking spaces in lieu of the required 584 parking spaces), and a Site Plan Review.

Fiscal Impact Statement *Determination states administrative costs are recovered through fees.	Environmental No.	Commission Vote:
Yes ☑ No ☐	ENV-2011-2158-MND	5-0

JAMES WILLIAMS, Commission Executive Assistant II

Date: AUG. 29, 2013

C:\Users\74948\Desktop\COUNCIL TRANSMITTAL FORM.doc

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

ORIGINAL

APPEAL TO THE: CITY COUNCIL
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: CPC-2011-2157-ZV-SPR.

PROJECT ADDRESS: 6709-6777 SELMA AVE.

FINAL DATE TO APPEAL: 8-27-13

TYPE OF APPEAL:

1. ☐ Appeal by Applicant
2. ☐ Appeal by a person, other than the applicant, claiming to be aggrieved
3. ☒ Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: GEORGE SOLNIK & JOHN SOLNIK.

- Are you filing for yourself or on behalf of another party, organization or company?

☒ Self ☐ Other: _____

Address: 6753 SELMA Ave.

Zip: 90028

Telephone: 805-2791089 E-mail: EXPERTPCB@AOL.COM.

- Are you filing to support the original applicant's position?

☐ Yes ☐ No

REPRESENTATIVE INFORMATION

Name: NONE

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

☐ Entire ☒ Part

Your justification/reason must state:

- The reasons for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
  - Master Appeal Form
  - Justification/Reason for Appealing document
  - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

"If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."
--CA Public Resources Code § 21151 (c)

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

Appellant Signature: George Holden Date: 8-27-13

Planning Staff Use Only

Amount: $1,106.80 Fee waiver	Reviewed and Accepted by: Eyrie Kennedy	Date 8/27/2013
Receipt No. 12124	Deemed Complete by	Date

☑ Determination Authority Notified by telephone. ☐ Original Receipt and BTC Receipt (if original applicant)

CP-7769 (11/09/09)

George Soluk & John Soluk
6753 Selma Ave.
Los Angeles, CA 90028
July 22, 2013

Debbie Lawrence, AICP
City Planner
Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

RE: Highland-Selma Project in Hollywood

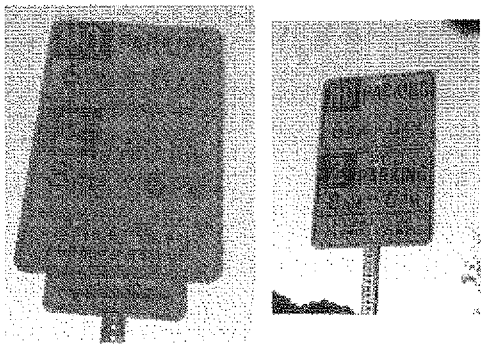
Dear Ms. Lawrence;

The findings in F-1 of the May23rd report still falls short of addressing the questions that we have repeatedly posed regarding the effect of the requested parking reduction request and the other issues we have continually raised these past many months. Our concerns are unanswered or ignored.

Flawed Justifications in the latest Report…..Specifically:

F-1) Variance Findings for reduced Parking

1a) The justification for the reduction is that the project is constrained by Off-Street parking covenants. While this is true, the findings do not report that the developer freely entered into these covenants in order to sell off portions of the properties that they had acquired thru default of the previous developer. Had the current developers **not** sold off the parcels they would not have needed any reduction in the parking requirements. The current **developers knowingly** created their own problem and are now looking for an exemption, which will negatively impact the neighborhood. The implication that the project is located along a major transit corridor is used as a further justification implying that the need for parking would be reduced; yet no supportive documentation is provided that this has happened in any other similar project along the same transit corridor. We have requested this proof numerous times, but have not as yet been provided with said proof or any appropriate research. This project is in fact far more compromised because it sits adjacent to the Highland corridor than other projects in others locations.



Current Parking Restrictions on Selma Ave at project site.

1b) Special Circumstances
Once again the justification is the "off-street parking covenants". The current developer sold the parcels with these covenants. He could not easily sell the parcels without these parking covenants. The current street parking restrictions in the immediate area make street parking very difficult if not impossible. The Developer did not walk into an existing situation, the Developer created the problem himself !!. He is now pleading that he is a victim of a situation beyond his control. All justifications are groundless and fall flat based on what happened through their own actions.

1c)..... preservation of property rights....
While such a justification might be valid, if the restriction of use, were caused by the imposition of new requirements post ownership of the current parcels covered by this project. However the requirements have been long standing and known to this developer. Therefore to have intentionally created a need for an exemption, begs the question whether this scenario was played out knowing that the developer, through his influence, could push through a variance, and disregard the negative impact on the neighborhood??

1d) ... will not be materially detrimental to the public welfare...
This statement is repeated in the middle of the second paragraph yet no specific support research is shown or referenced to support this a statement. Based on what criteria was this erroneous statement made? Once again no credible rationale is given and no validated research has been referenced. This statement without proof cannot be accepted. It is merely a subjective opinion promoted through political expedience.

1e) .... will not adversely affect any element of the General Plan.
In paragraph 3 of this section its states that surface parking is part of these two new buildings. We have reviewed the plans and can only find interior parking and that which is found is not enough of it to satisfy the general guidelines. The project destroys available surface parking and by increasing tenant density this lack of appropriate parking slots makes an already difficult parking situation much worse. The Street parking restrictions mentioned before already impose considerable problems for local residence. This project without adequate parking will only make it worse!! Where is the Guest parking to be found?? HOW is this NOT an adverse effect??

Page F-6
At the end of section "A" the report states "the project's recommended density and Height...will not create negative impacts to the adjacent commercial or residential areas." Once again HOW is this POSSIBLE?? The original project had a FAR of 2:4 which at the time already exceeded the Maximum at the time. At that time they wanted a parking requirement reduction. The FAR is now over 3:6 which clearly demonstrates higher density and the need for appropriate parking yet the waiver is being recommended by planning because there will be no negative impact. This assumption is preposterous on its face.

Page F-7 Housing Element -- "...a landscape buffer will be provided adjacent to the building at 6753 Selma Ave to minimize the impacts of the new building."
Lets be specific here! The landscape buffer at ground level is no more than One (1) Foot wide running the length of the property line between 6753 Selma and the project. The

balance of the so-called greenscape area is above ground on the East side of the project. It is in fact twenty (20) feet above ground to be specific and level with the 6753 building roof fascia. The previous structure (on the project site), which the current developers tore down, was less than twenty (20) feet tall and only ran about 35 feet along the dividing property line. It had an average setback of nearly seven (7) feet from this dividing line. The new building on the other hand has a twenty (20) foot high ground level wall that runs almost the entire length of the property line and about a foot from that property line. This will throw the 6753 Selma building into a perpetual darkness 24-7. HOW CAN THIS BE JUSTIFIED and said to "***not create negative impacts to the adjacent commercial or residential areas.***" Clearly this is a very negative impact. Furthermore based on our understanding of the city's building guidelines, for the height of the new building, the setback at ground level should be about twenty (20) feet. This specification was set to avoid this exact problem to which 6753 will be subjected. Numerous negative impact issues are being swept under the rug by simply not addressing them. Why is this being permitted??

Page F13--- The terracing of the building…

The concerns of 6753 Selma about the ground floor wall running along the property line have been mentioned. The report seems to imply that the terrace on the east side of the new building somehow mitigates the wall at ground level because it is eighteen (18) wide thus creating an open space. To be more descriptive this Open Space is twenty (20) feet above ground level and at the roofline fascia of 6753 Selma. The wall in question is it self not setback from the property line more than a foot (1) over the entire length of the property line. The paragraph appears to have been written by someone who has not properly examined the project drawings. The current setbacks do not meet the requirement of the city's building codes. Based on the current city building codes the ground level setback for the building of that height should be set to at least 20 feet. How can One (1) foot be considered a setback that meets the cities own building guidelines??

Page F13--- Required parking…

Report stipulates that the "required parking be away from the primary street" implying the use of off street parking. Yet the project already does not have enough to meet the bare minimum of what is needed. Granting the reduction in parking actually conflicts with this requirement that due to heavy traffic on Highland MUST provide adequate off-street parking **not less**. Once again the already restrictive street parking regulations mentioned earlier make meeting this requirement difficult unless more off-street parking is made available… **NOT LESS!**

Page F14 -- Landscape Buffering

As already mentioned before, this use of "landscape buffer" does not mitigate the issue that is being created at ground level. There is ONLY A ONE (1) FOOT BUFFER at GROUND LEVEL. You have to climb a twenty (20) foot wall to reach this "landscape buffer" mentioned in the report. The developer's documentation is very clear about this. The proper setback requirement on the east side of the new building does not meet the cities own guidelines!!

Pages P1 &2

In the Public hearing comments we did state our concerns regarding Fire Safety issues

created by the High Ground-Wall on the east side of the project. With the loss of an appropriate setback along the East property line, there has been created a potential fire safety issue at the 6753 property. Why has there been no response to this in the May23 report?? The wording is very tricky… The fact that the developer's construction design has passed Fire & Safety review implies that the problem created on the 6753 side has been reviewed and approved. IT HAS NOT!! We have been talking about this as far back as our first meeting with Blake Lamb back in February of this year!! Some of our other concerns are also stated here yet there are no responses!! When will these concerns be addresses with appropriate responses rather than just being ignored?

Summary

As enumerated the Findings portion of the latest report is grossly flawed and far from complete. Items raised by the owners of 6753 Selma have largely been ignored. Simply mentioning our major concerns without answering them appropriately does not eliminate our concerns. There is nothing in the findings that factually supports the findings and recommendation of the city planner's office. In fact obfuscatory wording has been used to hide/confuse the reader into thinking that the issues raised by the owners of 6753 are either of no consequence or they have been addressed. Neither of the latter is true! Nowhere in the findings could we find any credible evidence supporting the planning department's recommendations.

The Findings also fail the cohesive test as one part of the findings says one thing and another implies something else.

We can also find no seismic report. We believe that the deep underground water paths may have an impact on the seismic stability of the planned high-rise. There are many other issues to which there have been no adequate response.

It is our believe that more work needs to be done to make sure that this new building project does not result in a major negative impact to the immediate area. **This project should be put on hold until the problems are addressed and resolved satisfactorily**.

Sincerely,

George Soluk
John Soluk

LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: AUG 12 2013

CASE: CPC-2011-2157-ZV-SPR
CEQA: ENV-2011-2158-MND

Location: 1600-1618 ½ N. Highland Ave., 1600-1622 N. McCadden Place, 6709-6777 W. Selma Ave.
Council District: 13 – Garcetti
Plan Area: Hollywood
Request(s): Zone Variance, Site Plan Review

Applicant: Robert D. Champion, Highland Selma Venture, LLC
Representative: Jerry Neuman, Sheppard Mullin, LLC

At its meeting on May 23, 2013, the following action was taken by the City Planning Commission:

1. **Approved** a **Zone Variance** from Section 12.21.A.4 of the Los Angeles Municipal Code to permit 538 parking spaces in lieu of the required 584 parking spaces.
2. **Approved** a **Site Plan Review** for development which creates or results in an increase of 50 or more dwelling units.
3. **Approved** a project that exceeds the allowable 3:1 Floor Area Ratio (FAR) pursuant to the D Limitation on the site for a total FAR of 3.6:1 for Building A.
4. **Adopted** the attached modified **Conditions of Approval**.
5. **Adopted** the attached **Findings**.
6. **Adopted** Mitigated Negative Declaration No. **ENV-2011-2158-MND**.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved:	Lessin
Seconded:	Cardoso
Ayes:	Perlman, Romero, Roschen
Absent:	Burton, Eng, Freer, Hovaguimian

Vote: **5 - 0**

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

Effective Date/Appeals: ***This action of the City Planning Commission will be final within 15 days from the mailing date on this determination unless an appeal is filed within that time to the City Council.*** Any appeal not filed within the 15-day period shall not be considered by the Council. ***The Zone Variances, Zoning Administrator's Adjustments, and Site Plan Review are appealable to the City Council. The Zone Change and Building Line Removal are not appealable***

All appeals shall be filed on forms provided at the Planning Department's public Counters at 201 North Figueroa Street, Third Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Room 251, Van Nuys. Forms are also available on-line at www.lacity.org/pln.

FINAL APPEAL DATE: AUG 27 2013

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

Attachments: Modified Conditions of Approval, Findings
City Planner: Debbie Lawrence

CONDITIONS OF APPROVAL

Entitlement Conditions of Approval

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the Plot plan and elevations submitted with the application and marked **Exhibit A**, dated **May 23, 2013,** and attached to the administrative file. Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the City Planning Department for review.

2. **Use**. Use of the subject property shall be limited to the use and area provisions of the C4-2D and C4-2D-SN zone, permitting a mixed use development as defined by 12.16 of the Los Angeles Municipal Code (LAMC), except where conditions herein may be more restrictive. Residential uses and retail commercial uses shall be permitted.

3. **Height – Building A**. The building shall be limited to a height of 82 feet and 6 inches, as defined by the LAMC Section 12.03 Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any abutting properties.

4. **Height – Building B.** The building shall be limited to a height of 80 feet and 6 inches, as defined by the LAMC Section 12.03. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.

5. **Floor Area Ratio (FAR).** Building A shall not exceed an FAR of 3.60:1. Building B shall not exceed an FAR of 2.99:1. The total floor area of non-residential, ground-floor retail commercial uses in Building A shall not exceed 12,291 square feet, as defined by Section 12.03 of the LAMC. The total floor area of non-residential, ground-floor commercial uses shall not exceed 494 square feet as defined by Section 12.03 of the LAMC.

6. **Residential Density.** Not more than 134 dwelling units may be constructed in Building A. Not more than 114 dwelling units may be constructed in Building B. The site is subject to 12.22 A.18 (a) allowing a density of 1 unit per each 200 square feet of lot area; however, the project is conditioned to be constructed below the allowable density pursuant to the Environmental Clearance adopted as part of this action.

7. **Parking.** The project shall provide parking pursuant to LAMC Section 12.21.A.4. for dwelling units. The project shall provide parking pursuant to LAMC 12.21 A.4(x)(3) for commercial floor area. However, notwithstanding Section 12.21 A.4 of the LAMC, the project shall be permitted to provide a maximum of 538 parking spaces in lieu of the required 584 parking spaces, per the approved Parking Variance.

    a. Building A: A total of 276 parking spaces shall be provided. 179 residential parking spaces shall be permitted in lieu of the required 203 spaces per 12.21 A.4 (a difference of 24 spaces). 68 parking spaces shall be reserved per a required Covenant and Agreement. 29 commercial parking spaces shall be required per the LAMC Section 12.21 A.4(x)(3).

b. Building B: A total of 262 parking spaces shall be provided. 139 residential parking spaces shall be permitted in lieu of the required 166 parking spaces per LAMC 12.21 A.4 (a difference of 27 spaces). 121 parking spaces shall be reserved per a required Covenant and Agreement. Two retail commercial parking spaces shall be provided pursuant to LAMC Section LAMC 12.21 A.4(x)(3).

8. **Setbacks.** All setbacks shall be provided as required per LAMC Section 12.22 A.18 (c) (3) for projects combining commercial and residential uses.

9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

10. **Dedication(s) and Improvement(s).** The following requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering. Improvements must be constructed and completed prior to issuance of any Certificate of Occupancy to the satisfaction of the Department of Transportation (DOT) and the Bureau of Engineering (BOE).

Dedication Required:

Alley (E/o Highland Avenue) – A 2-foot wide strip of land along the east and west sides of the alley limited to above the elevation of 14 inches below the alley roadway surface to complete a 20-foot total right-of-way in accordance with alley standards. An alley vacation request for an airspace portion of the alley north of Selma Avenue has been submitted and is being processed for Council approval under Engineering File No. VAC-E1401220. Adjacent to the airspace vacation area the limited alley dedication shall also have limits matching the vacation limits. Additional requirements may be imposed in conjunction with the alley vacation.

Improvements Required:

Highland Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

McCadden Place East Side – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Construct additional concrete sidewalk at the corner with Selma Avenue. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

Selma Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

Alley – Reconstruct the alley to provide a 20-foot wide alley, including a 2-foot longitudinal concrete gutter along the center of the alley. Construct the alley intersection at Selma Avenue to City standards.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained, prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs, equipment and parking meters (213) 482-7024.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

Catch basins exist in McCadden Place. Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain system constructed under the sidewalk and through the curb drains connected to the catch basins.

Sewer lines exist in Highland Avenue, McCadden Place and Selma Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing pubic sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7050.

Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (213) 482-7048.

Submit parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

11. **Street Trees.** If determined necessary, construct tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division (213) 485-5675 of the Bureau of Street Services.

12. **Building A, Landscape Setbacks.** The plans shall be revised so that the open space setback located on the second floor of Building A includes a landscape buffer adjacent to the property line for the full length of the building. Currently this landscape buffer comprises approximately 50% length of the building along the edge of the property line; this buffer shall be revised to comprise 100% of the length of this area.

13. **Building A, East Wall Setback.** The east facing wall of Building A shall be pushed back 12 inches from the eastern property line in order to accommodate the landscaping in the courtyard, which is set back 18 feet at the top of the wall. This landscaping shall consist of green vine planting that grows downward from the courtyard on the outside of the wall facing the building located at 6753 Selma Avenue. Modified plans shall be submitted to the Department of City Planning for review.

14. **FAR Chart.** The chart as shown on Exhibit B, Sheet G100, shall be revised to correctly reference allowable FAR under Current Zoning and eliminate the column regarding "Draft Community Plan" as the Hollywood Community Plan is now adopted.

15. **Transformer.** The Department of Water and Power (DWP) has amended their regulations regarding the location of required project transformers and these may now be located within the building. The applicant shall explore alternative locations for the proposed transformer as indicated on Exhibit B, Sheet A000 for Building B. If no alternative location is achieved, the applicant shall submit a letter from DWP that the proposed transformer location is the only location option for the required transformer; this letter shall be placed in the case file. If an interior building location is achieved, then the portion of the building where the transformer is currently located shall be re-designed to eliminate the setback as depicted.

16. **Window Transparency.** A note shall be added to the Project Elevations to indicate that all ground floor windows shall be comprised of non-reflective, transparent glass. Any at-grade parking uses shall not be visible from the exterior of the building. Architectural treatments, or other design features shall be used to ensure the parking is not visible from the exterior of the building.

17. **Bicycle Parking.** Bicycle parking and secure storage facilities shall be provided in the garage areas of Buildings A and B per the City of Los Angeles Bicycle Ordinance (182,386) for residents and commercial uses. Modified plans shall be submitted to the Department of City Planning for review.

Environmental Conditions

18. **Aesthetics (Landscape Plan).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

19. **Aesthetics (Vandalism).**
    a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

20. **Aesthetics (Signage)**
    a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
    b. Multiple temporary signs in store windows and along building walls are not permitted.

21. **Aesthetics (Signage on Construction Barriers)**
    a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

22. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

23. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

24. **Air Pollution (Demolition, Grading, and Construction Activities)**
    a. 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.
    b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    c. 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.
    d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
g. Trucks having no current hauling activity shall not idle but be turned off.

25. **Air Pollution (Stationary).** 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.

26. **Tree Report.** Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in LAMC Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

27. **Tree Removal (Non-Protected Trees)**
    a. 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 and within the adjacent public right(s)-of-way.
    b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 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.
    c. 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 trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

28. **Tree Removal (Public Right-of-Way)**
    a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
    b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
    c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
    d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

29. **Cultural Resources (Archaeology)**

a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and:
   - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
   - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
   - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

b. Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
   SCCIC Department of Anthropology
   McCarthy Hall 477 CSU Fullerton
   800 North State College Boulevard
   Fullerton, CA 92834

c. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

d. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

30. **Cultural Resources (Paleontology)**

a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the areas of paleontological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and:

   - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
   - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
   - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

b. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

c. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

31. **Cultural Resources (Human Remains)**

a. In the event that human remains are discovered during excavation activities (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains), the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

b. *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

30. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

31. **Erosion/Grading/Short-Term Construction Impacts.** The applicant shall provide staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

    a. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

    - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

32. **Grading Plan.** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

    Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include 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.

33. **Geotechnical Report**

    a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
    b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
    c. The existing fill materials that are not suitable for support of the proposed foundations, floor slabs, or additional fill shall be removed during excavation

of the proposed subterranean levels. All foundations may bear in native earth materials found at the level of the proposed excavation.

d. Excavation of the proposed subterranean levels shall require shoring measures to provide a stable working area due to the proposed depth, nature of onsite soils, and the presence of and proximity of adjacent structures.
e. Any fill material and any fill generated during demolition shall be removed during excavation for the proposed subterranean parking levels.
f. All vegetation, existing fill, and soft or disturbed earth materials shall be removed to receive controlled fill. The excavations areas shall be observed by a geotechnical engineer prior to placing compacted fill.
g. Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading. Any existing or abandoned utilities shall be removed or relocated as appropriate.
h. All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 or 95 percent of the maximum laboratory density (according to test method ASTM D 1557-07 or equivalent) or the materials used.

34. **Underground Storage Tanks.** Removal of the underground storage tank (in accordance with LAFD requirements) and suspected septic tank; and over-excavation of impacted soil (if encountered) shall occur before construction begins.

35. **Polychlorinated Biphenyls**
    a. Any lighting ballast not specifically labeled as not containing polychlorinated biphenyls (PCB) is presumed to contain them and shall require special disposal practices when eventually discarded.

    b. Prior to issuance of a demolition permit, a PCB abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

36. **Wastewater.** The below-grade, two-stage used cooking grease trap located on the southern side of the 1618 North Highland Avenue parcel (site of the former restaurant) shall be removed during development.

37. **Emergency Evacuation Plan (Building over 75 feet in height).** Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

38. **Stormwater Pollution (Demolition, Grading, and Construction Activities).**
    a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
    b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

c. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

39. **Low Impact Development (LID) (For Residential development of 5 units or more)**

a. The Project Applicant shall implement stormwater BMPs to capture and manage 100 % from a storm event producing ¾ inch of rainfall in a 24-hour period in the following order of priority: infiltration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities.

b. If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 % capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

40. **Increased Noise Levels (Demolition, Grading, and Construction Activities)**
a. The project shall comply with the City of Los Angeles Noise Ordinance No. 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.
b. 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.
c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
e. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.
f. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. In addition, to ensure vibration levels experienced by residents at 6753 Selma Avenue would not exceed the FTA's 80 VdB thresholds for residences:

- No large bulldozer or caisson drilling shall be used within 50 feet of the building at 6753 Selma Avenue.

g. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the Project Site's western, southern, and eastern boundaries to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.
h. Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project Site to the extent feasible.
i. All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
j. Adjacent land uses within 300 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

41. **Increased Noise Levels (Parking Structure Ramps)**
    a. Concrete, not metal, shall be used for construction of parking ramps.
    b. The interior ramps shall be textured to prevent tire squeal at turning areas.

42. **Increased Noise Levels (Mixed-Use Development).** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

43. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)**
    a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
    b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

44. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

45. **Public Services (Police – Demolition/Construction Sites).** Fences shall be

constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

46. **Public Services (Police).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

47. **Public Services (Construction Activity Near Schools)**
    a. The developer and contractors shall maintain ongoing contact with administrator of Hollywood High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
    b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
    c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
    d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

48. **Public Services (Schools).** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

49. **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

50. **Transportation (Construction).** A construction work site traffic control plan shall be submitted to LADOT's Hollywood-Wilshire District office for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours (between 9 AM and 4 PM).

51. **Transportation (Haul Route)**
    a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

b. (*Non-Hillside*): Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

52. **Highway Dedication and Street-Widening Requirements**. The applicant shall check with the Bureau of Engineering's (BOE) Land Development Group to determine what the specific highway dedication, street widening and/or sidewalk requirements are for this project.

53. **Inadequate Emergency Access**. The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

54. **Driveway Access and Circulation.** The project proposes to provide access to the parking garages for the commercial uses from the existing north-south alley. The alley, which is currently underutilized since it has not been improved to standards, would need to be improved to accommodate project traffic. The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and shall be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process.

    The applicant, prior to the commencement of building or parking layout design efforts, shall contact LADOT for driveway width and internal circulation requirements. This would ensure that traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All pick-up and drop-off activities shall take place on-site. All driveways shall be Case 2 driveways and 30 feet wide for two-way operations. Any proposed gates shall have a minimum 20' reservoir space from the property line.

55. **Development Review Fees.** The applicant shall comply with any applicable fees per Ordinance No. 180542 (effective March 28, 2009), which identifies specific fees paid to LADOT for traffic study review, condition clearance, and permit issuance.

56. **Wastewater Treatment Facilities and Existing Infrastructure**. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.
    i. The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that could be needed to accommodate the Project's wastewater generation.
    ii. The Project Applicant shall implement water conservation measures that would also reduce wastewater flows.

57. **Water Treatment Facilities and Existing Infrastructure**
    a. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water

infrastructure can supply the domestic needs of the Project during the construction and operation phases.

b. The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that could be needed to accommodate the Project's water consumption needs.

58. **Utilities (Local Water – Landscaping)**

a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff

c. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. And greater.

59. **Utilities (Local Water Supplies – All New Construction)**

a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

60. **Utilities (Local Water Supplies – New Residential)**

a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.

b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by

a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

61. **Utilities (Solid Waste Recycling).** To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

62. **Utilities (Solid Waste Recycling).** Prior to the issuance of any construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.

63. **Utilities (Solid Waste Disposal).** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Administrative Conditions of Approval

64. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

65. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

67. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

68. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

69. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

70. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

72. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS

Entitlement Findings

The proposed project, two buildings located at the intersection of Highland Avenue and Selma Avenue and McCadden Place and Selma Avenue, will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses and 134 residential units. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses and 114 residential units. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height).

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

1. **Variance Findings for Reduced Parking.** Pursuant to Section 12.27 of the LAMC a Variance from Section 12.21 A.4 of the LAMC to permit 538 parking spaces in lieu of the required 584 parking spaces.

    a. *The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.*

    The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

    The LAMC sets forth certain requirements for general parking requirements for multifamily residential dwelling units. These general requirements, however, do not account for the specific design, existing parking covenants, and the location

of the project. Therefore, the strict application of LAMC required parking requirements will result in practical difficulties and unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Several parcels on the site include surface parking lots, subject to off-street parking covenants that require the set aside of 189 parking spaces. The project proposes to include all required parking covenants within subterranean, structured parking as part of the development of Buildings A and B. The two subterranean parking structures provide a total of 538 parking spaces. The fact that these surface parking lots are encumbered with these parking covenants creates a hardship for the development of the new project.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard. The project takes advantage of the location by offering a mixed-use project with 248 residential units and ground floor commercial uses. These location and project features reduce the need for code required parking. In addition, the applicant will be providing bicycle parking for the residential and commercial uses to meet the requirements of the City's Bicycle Ordinance (182,386), although the project was filed prior to the effective date of this Ordinance (March 2013). New or existing automobile parking spaces required by the LAMC for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Automobile parking spaces for residential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station may replace up to 15 percent of the required automobile parking spaces with bicycle parking. Granting the parking variance meets the general intent and purpose of the LAMC parking requirements, and will concurrently eliminate unnecessary hardships and practical difficulties that are not shared by similar properties in the project vicinity.

b. *There are special circumstances applicable to the subject property such as size, shape, topography, location, or surrounding that do not apply generally to other property in the same zone or vicinity.*

The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

There are special circumstances that do not apply to other property in the same zone and vicinity that necessitate permission to provide onsite parking that is reduced from the LAMC parking requirements. The site's parking is constrained by existing parking covenants and agreements that continue to apply once the existing surface parking lots are redeveloped into the proposed mixed-use buildings. The project will satisfy those parking covenants within the structured, subterranean parking garages as part of the new buildings.

The location and site of the project is also unique. The site is located at the intersection of Highland Avenue and Selma Avenue. The site is comprised of two building sites: (1) the West Block located at the corner of Highland Avenue and Selma Avenue; (2) and the East Block, located immediately east of the Center Block and McCadden Place. The project will contain up to 285,898 square feet of occupiable building area, with a design that features modern architecture and commercial space to provide a range of retail goods and services along with residential dwelling units. The project's parking facilities are interspersed between the residential and mixed-use components of the project. The location of these parking facilities strategically reduces overall parking demand because the residential units are close to the parking, commercial, and retail facilities on the site, which minimizes the need for additional parking.

As previously stated, the site is located nearby to major transit infrastructure. Accordingly, the location of the project near these numerous transit options reduces the need for on-site parking facilities. Thus, the number of parking facilities proposed for the project, the required parking covenants, and the project's transit-oriented location, are special circumstances that support the grant of this parking variance request.

c. *The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.*

The variance is necessary for the preservation and enjoyment of substantial property rights and uses not generally possessed by other properties in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, are denied for the site. As noted above, the site is subject to several parking covenants that require off-street parking facilities for existing uses on the site. The project will continue to satisfy those requirements. By doing so, however, the site is burdened in ways that the surrounding properties are not.

One goal of the project is to transform the site from its existing use to a modern, mixed-use development that is consistent with the Hollywood Community Plan. The project will establish a level of design continuity and consistency for the entire development site. Granting the requested parking variance facilitates the development of a transit-oriented project on currently underutilized, surface parking lots, in an area targeted for redevelopment.

d. *The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

Granting the variance will not be detrimental to the public welfare or injurious to the property in the same vicinity. The project will improve existing site conditions and enhance the public welfare and surrounding neighborhood. It will create a mixed-use environment of new, contemporary buildings, while at the same time respecting adjacent historic structures.

The site will contain post-production entertainment uses, commercial uses, newly constructed housing, neighborhood-oriented retail on the ground floor, and parking facilities for all of these uses. The project proposes the construction of

134 residential units in Building A and 114 residential units in Building B, for a total of 248 units. Building A and B will also include ground floor retail uses totaling 12,785 square feet. An onsite subterranean parking structure with grade-level enclosed parking will be constructed for each building: Building A will contain 276 parking spaces and Building B will contain 262 parking spaces – the total amount of parking spaces provided is just 46 spaces shy of the 584 parking spaces required per the LAMC. This type of development will not be injurious or damaging to the site or other properties in the vicinity. While the grant of the variance will not be materially detrimental to the public welfare or injurious to other properties, its denial could result in detrimental effects on the property in the vicinity because the existing surface parking lots will remain under-utilized parcels of land. The granting of this variance will contribute to the public welfare.

e. *The granting of the variance will not adversely affect any element of the General Plan.*

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place. The project will include a total of 538 parking spaces in a 1 ½ level subterranean parking structure, where 584 parking spaces are required, and has thus requested a parking variance.

The parking variance will not adversely affect any element of the General Plan or Hollywood Community Plan, part of the Land Use Element. As described above, in the findings for the Conditional Use Approval, the General Plan, the Framework Element, the Housing Element, and the Hollywood Community Plan encourages mixed-use projects with housing and pedestrian-oriented commercial uses along major transit corridors. As a result, this project adheres to the various policies of these documents through the redevelopment of existing, underutilized surface parking lots into a two new buildings adjacent to high-capacity transit.

The sites where the two new buildings will be located currently include surface parking as part of existing improvements. The project will include a variety of retail, commercial, and housing opportunities. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

The project has been designed and conditioned to enhance the pedestrian environment along Highland Avenue, Selma Avenue, and McCadden Place, especially relating to pedestrian orientation. This project, including its proposed parking facilities and adherence to existing parking covenants, further the enhancement of this site.

2. **Site Plan Review Findings.** The applicant is requesting a Site Plan Review for a project which results in an increase of 50 or more residential units.

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

   The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place.

   The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

   The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

   The proposed project is in compliance with the Framework Element, the Housing Element and the Land Use Element–Hollywood Community Plan. The site is not located within a Specific Plan. The project as conditioned is in conformance with the General Plan and Hollywood Community Plan.

i. Framework Element

The Citywide General Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project will be in conformance with several goals of the Framework as described below.

A. Land Use Chapter, Framework Element: Issue One: Distribution of Land Use of the Framework Element's Land Use Chapter (Chapter Three) establishes general principles to encourage growth and increase land use intensity around transit nodes, to create a pedestrian oriented environment while promoting an enhanced urban experience and provide for places of employment.

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

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

The project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses.

The project will provide commercial options at the ground floor and residential units above. As conditioned, the project will be designed in harmony with the existing neighborhood and minimize impacts on neighboring properties. The project will provide a high quality project that incorporates existing uses on the site, including required parking pursuant to recorded Covenant and Agreements. It will also provide new housing options for residents, and will incorporate measures to reduce impacts to air quality, geology, hazardous materials, noise, and public services for the surrounding community. The location is just one block away from a major transit hub, at Hollywood and Highland. The character of the area includes other mixed-use projects, commercial and retail uses, and high density residential. The project's recommended density and height will be compatible with existing development and will not create negative impacts to the adjacent commercial or residential areas.

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

Objective 7.3: Maintain and enhance the existing businesses in the city.
Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.

The above objectives seek to concentrate commercial development in existing commercial corridors and in areas that are able to support such development which are in close proximity to rail and bus transit stations. It also encourages the development of general commercial uses, which support community needs. The project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. The project will provide commercial options at the ground floor and residential units above that will serve the existing community in a location that currently contains several underutilized surface parking areas and underperforming buildings.

ii. **Housing Element**

Policy 2.1.3: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours.
Policy 2.1.4: Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project will include the construction of two new mixed-use buildings that will provide commercial options at the ground floor and residential units above. This project will activate the community by generating pedestrian activity during and after normal commercial business hours. The development will replace currently under-utilized surface parking areas and commercial buildings with two well-designed buildings that provide a unique design. Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.
Policy 2.3.1: Encourage and plan for high-intensity residential and commercial development in centers, districts, and along transit corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.
Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the

community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project location is well served by a large variety of transit options. The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

iii. **Transportation Element**

Objective 3.13: *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*
Objective 5.10: Require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings undergoing extensive renovations and/or expansion, whenever practicable.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project will provide commercial options at the ground floor and residential units above. The project location is well served by a large variety of transit options. It is also located across the street from Hollywood High School; the neighborhood has a significant amount of pedestrian activity. To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for functional uses for pedestrians, bicycles, vehicles, loading/unloading, and trash/recycling removal. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage. Additionally, BOE recommended that a 4-foot dedication be made on McCadden Place (east side). However, since this street will not be widened due to the historic uses that are built to the property line, this dedication has not been included as a condition.

iv. Land Use Element – Hollywood Community Plan
The project is located within the Hollywood Community Plan area. The current plan, which was adopted by the City Council on June 19, 2012, includes the following relevant land use objectives, policies and programs:

Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.
Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) incentive Areas (map 25).
Policy LU.2.11: Support provision of minimum Floor Area Ratios in mixed-use incentive Areas consistent with map 25.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

The sites where the two new buildings will be located currently include surface parking. The project will include a variety of retail and commercial uses and housing opportunities in new buildings. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.
Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the urban Design Chapter, Chapter 7.
Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.
Policy LU.3.6: Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.

Policy LU.3.5: Discourage curb-cuts next to sidewalks on streets with a high level of pedestrian traffic, when alternative access exists.
Policy LU.2.14: Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of this high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of McCadden Place and Selma Avenue do not include retail frontages, the ground floor of these buildings is designed to incorporate glass storefronts behind which are located the lobby, a small retail space, and residential amenities.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1. Both Building A and B incorporate ground level retail amenities which will serve the nearby community, making it easier for residents to use alternative modes of transportation and minimize automobile trips.

The new buildings are designed to reduce the impact of new curb cuts and parking lots on pedestrian circulation. The project will eliminate the one existing curb cut on Highland Avenue, and does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for pedestrian, bicycle, and vehicular access. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces

negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

All new parking will be located in subterranean parking structures, with some at-grade parking that is within the new buildings. As conditioned, the ground floors of both Buildings A and B will be enhanced with pedestrian-friendly architectural treatments such as transparent glass, and no at-grade parking will be visible from outside the building, thus achieving the policies in the Hollywood Community Plan.

Policy LU.1.23: Protect existing alleys from gating or closure. Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.
Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.
Policy LU.1.25: Maintain alleys which are located between commercial use and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.
Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.
Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (map 28). Encourage use of rear alleys for access to parking areas.
Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks".
Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.
Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

Alleys are an important piece of Hollywood's infrastructure, especially as they relate to bicycle, pedestrian and vehicular circulation. Alleys can also be enhanced with landscaping and special design features that assist in place-making and can provide a distinctive design feature to new development. Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project

reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features that will enhance the architectural connections of the building.

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

Policy LU.2.9: Infill development throughout the Hollywood Community Plan area should conform with the general urban design standards contained in Chapter 7. Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

The project is consistent with many of the Urban Design Guidelines for individual projects in the Hollywood Community Plan. These guidelines are intended to ensure that new projects are compatible with existing and future development on neighboring properties and this project meets many of the policies, as follows:

- *Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.*

  As designed, the residential entrances for Buildings A and B area accessible via lobbies which have direct access to the respective commercial streets. The retail spaces within both buildings have pedestrian entrances directly accessible from the nearest public street.

- *Buildings should be oriented to provide breaks for pedestrian throughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.*

  As discussed above, Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so

with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features.

- *The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.*

  At the public hearing, the owner of the building at 6753 Selma Avenue expressed concerns regarding the portion of Building A that will abut 6753 Selma Avenue. Because the ground floor of Building A is proposed to be approximately 20 feet in height (for retail uses), the owners of 6753 Selma Avenue feel this wall will block light into their building. As designed and conditioned, however, the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley.

- *To break massing, utilize multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.*

- *Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.*

  As designed and conditioned the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley. A variety of quality materials and a top-level floating clerestory, provide additional architectural features. Building B similarly includes stepbacks, massing and architectural treatments to break up the massing of that building.

- *Required parking and loading areas should be located away from the primary street, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.*

  The project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage. Building B

will eliminate three existing curb cuts on McCadden Place, improving pedestrian safety and circulation.

- *Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.*

- *The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.*

  Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of the high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avenue and McCadden Place do not include retail frontages, the ground floors of these buildings are designed to incorporate glass storefronts behind which are located the retail lobby, a small retail space, and residential amenities.

- *Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.*

  Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building. This buffer will consist of a downward growing vine from the courtyard.

- *Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.*

  As conditioned, an alternative location for the DWP required transformer will be explored, as the transformer may be permitted to be located within the building, rather than in the current proposed location. If relocated, the interior location of this required utility equipment will enhance the design of the project.

- *The use of highly reflective or deeply tinted glass is discouraged.*

  The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility for the commercial uses. As conditioned, the ground floor facades along

Office: Downtown
Return to Planning Copy
Application Invoice No: 12924

City of Los Angeles
Department of City Planning

LA DBS
DEPARTMENT OF BUILDING AND SAFETY

LA Department of Building and Safety
LA 0005 104017786 8/28/2013 10:29:19 AM

Receipt #: 0104194371 $106.80

Total: $106.80

Check $106.80

City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the sa
application, regardless of whether or not you obtain the services of any

This filing fee is required by Chapter 1, Article 9, L.A.

Applicant: SOLUK, GEORGE (B:805-2791089)
Representative: SOLUK, GEORGE (B:805-2791089)
Project Address: 6709 - 6777 W. SELMA AVENUE

NOTES: THIS FEE IS FOR AN APPEAL BY AN AGGRIEVED PARTY ON A PORTION OF THE DETERMINATION LETTER BY THE CITY PLANNING COMMISSION.

CPC-2011-2157-ZC-HD-CU-ZV-SPR-IA

Item	Fee	%	Charged Fee
APPEAL BY AGGRIEVED PARTIES OTHER THAN THE ORIGINAL APPLICANT *	$89.00	100%	$89.00
		Case Total	$89.00

Item	Charged Fee
Fees Subject to Surcharges*	$89.00
Fees Not Subject to Surcharges	$0.00
Plan & Land Use Fees Total	$89.00
Expediting Fee	$0.00
OSS Surcharge (2%)	$1.78
Development Surcharge (6%)	$5.34
Operating Surcharge (7%)	$6.23
General Plan Maintenance Surcharge (5%)	$4.45
Grand Total	$106.80
Total Credit	$0.00
Total Invoice	$106.80
Total Overpayment Amount	$0.00
Total Paid (this amount must equal the sum of all checks)	$106.80

LA Department of Building and Safety
LA 0005 104017786 8/28/2013 10:29:19 AM

PLAN & LAND USE $106.00

Sub Total: $106.00

Receipt #: 0104194371

Council District: 13
Plan Area: Hollywood
Processed by GUTIERREZ, EMMANUELA on 08/27/2013
Signature:

QR Code is a registered trademark of Denso Wave, Incorporated

LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: AUG 12 2013

CASE: CPC-2011-2157-ZV-SPR
CEQA: ENV-2011-2158-MND

Location: 1600-1618 ½ N. Highland Ave.,
1600-1622 N. McCadden Place,
6709-6777 W. Selma Ave.
Council District: 13 – Garcetti
Plan Area: Hollywood
Request(s): Zone Variance, Site Plan Review

Applicant: Robert D. Champion, Highland Selma Venture, LLC
Representative: Jerry Neuman, Sheppard Mullin, LLC

At its meeting on May 23, 2013, the following action was taken by the City Planning Commission:

1. **Approved** a **Zone Variance** from Section 12.21.A.4 of the Los Angeles Municipal Code to permit 538 parking spaces in lieu of the required 584 parking spaces.
2. **Approved** a **Site Plan Review** for development which creates or results in an increase of 50 or more dwelling units.
3. **Approved** a project that exceeds the allowable 3:1 Floor Area Ratio (FAR) pursuant to the D Limitation on the site for a total FAR of 3.6:1 for Building A.
4. **Adopted** the attached modified **Conditions of Approval**.
5. **Adopted** the attached **Findings**.
6. **Adopted** Mitigated Negative Declaration No. **ENV-2011-2158-MND**.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved:	Lessin
Seconded:	Cardoso
Ayes:	Perlman, Romero, Roschen
Absent:	Burton, Eng, Freer, Hovaguimian

Vote: **5 - 0**

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

Effective Date/Appeals: ***This action of the City Planning Commission will be final within 15 days from the mailing date on this determination unless an appeal is filed within that time to the City Council.*** Any appeal not filed within the 15-day period shall not be considered by the Council. ***The Zone Variances, Zoning Administrator's Adjustments, and Site Plan Review are appealable to the City Council. The Zone Change and Building Line Removal are not appealable***

All appeals shall be filed on forms provided at the Planning Department's public Counters at 201 North Figueroa Street, Third Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Room 251, Van Nuys. Forms are also available on-line at www.lacity.org/pln.

FINAL APPEAL DATE: AUG 27 2013

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

Attachments: Modified Conditions of Approval, Findings
City Planner: Debbie Lawrence

CONDITIONS OF APPROVAL

Entitlement Conditions of Approval

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the Plot plan and elevations submitted with the application and marked **Exhibit A**, dated **May 23, 2013,** and attached to the administrative file. Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the City Planning Department for review.

2. **Use**. Use of the subject property shall be limited to the use and area provisions of the C4-2D and C4-2D-SN zone, permitting a mixed use development as defined by 12.16 of the Los Angeles Municipal Code (LAMC), except where conditions herein may be more restrictive. Residential uses and retail commercial uses shall be permitted.

3. **Height – Building A.** The building shall be limited to a height of 82 feet and 6 inches, as defined by the LAMC Section 12.03 Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any abutting properties.

4. **Height – Building B.** The building shall be limited to a height of 80 feet and 6 inches, as defined by the LAMC Section 12.03. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.

5. **Floor Area Ratio (FAR).** Building A shall not exceed an FAR of 3.60:1. Building B shall not exceed an FAR of 2.99:1. The total floor area of non-residential, ground-floor retail commercial uses in Building A shall not exceed 12,291 square feet, as defined by Section 12.03 of the LAMC. The total floor area of non-residential, ground-floor commercial uses shall not exceed 494 square feet as defined by Section 12.03 of the LAMC.

6. **Residential Density.** Not more than 134 dwelling units may be constructed in Building A. Not more than 114 dwelling units may be constructed in Building B. The site is subject to 12.22 A.18 (a) allowing a density of 1 unit per each 200 square feet of lot area; however, the project is conditioned to be constructed below the allowable density pursuant to the Environmental Clearance adopted as part of this action.

7. **Parking.** The project shall provide parking pursuant to LAMC Section 12.21.A.4. for dwelling units. The project shall provide parking pursuant to LAMC 12.21 A.4(x)(3) for commercial floor area. However, notwithstanding Section 12.21 A.4 of the LAMC, the project shall be permitted to provide a maximum of 538 parking spaces in lieu of the required 584 parking spaces, per the approved Parking Variance.

    a. Building A: A total of 276 parking spaces shall be provided. 179 residential parking spaces shall be permitted in lieu of the required 203 spaces per 12.21 A.4 (a difference of 24 spaces). 68 parking spaces shall be reserved per a required Covenant and Agreement. 29 commercial parking spaces shall be required per the LAMC Section 12.21 A.4(x)(3).

b. Building B: A total of 262 parking spaces shall be provided. 139 residential parking spaces shall be permitted in lieu of the required 166 parking spaces per LAMC 12.21 A.4 (a difference of 27 spaces). 121 parking spaces shall be reserved per a required Covenant and Agreement. Two retail commercial parking spaces shall be provided pursuant to LAMC Section LAMC 12.21 A.4(x)(3).

8. **Setbacks.** All setbacks shall be provided as required per LAMC Section 12.22 A.18 (c) (3) for projects combining commercial and residential uses.

9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

10. **Dedication(s) and Improvement(s).** The following requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering. Improvements must be constructed and completed prior to issuance of any Certificate of Occupancy to the satisfaction of the Department of Transportation (DOT) and the Bureau of Engineering (BOE).

Dedication Required:

Alley (E/o Highland Avenue) – A 2-foot wide strip of land along the east and west sides of the alley limited to above the elevation of 14 inches below the alley roadway surface to complete a 20-foot total right-of-way in accordance with alley standards. An alley vacation request for an airspace portion of the alley north of Selma Avenue has been submitted and is being processed for Council approval under Engineering File No. VAC-E1401220. Adjacent to the airspace vacation area the limited alley dedication shall also have limits matching the vacation limits. Additional requirements may be imposed in conjunction with the alley vacation.

Improvements Required:

Highland Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

McCadden Place East Side – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Construct additional concrete sidewalk at the corner with Selma Avenue. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

Selma Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

Alley – Reconstruct the alley to provide a 20-foot wide alley, including a 2-foot longitudinal concrete gutter along the center of the alley. Construct the alley intersection at Selma Avenue to City standards.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained, prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs, equipment and parking meters (213) 482-7024.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

Catch basins exist in McCadden Place. Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain system constructed under the sidewalk and through the curb drains connected to the catch basins.

Sewer lines exist in Highland Avenue, McCadden Place and Selma Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing pubic sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering at (213) 482-7050.

Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (213) 482-7048.

Submit parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

11. **Street Trees.** If determined necessary, construct tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division (213) 485-5675 of the Bureau of Street Services.

12. **Building A, Landscape Setbacks.** The plans shall be revised so that the open space setback located on the second floor of Building A includes a landscape buffer adjacent to the property line for the full length of the building. Currently this landscape buffer comprises approximately 50% length of the building along the edge of the property line; this buffer shall be revised to comprise 100% of the length of this area.

13. **Building A, East Wall Setback.** The east facing wall of Building A shall be pushed back 12 inches from the eastern property line in order to accommodate the landscaping in the courtyard, which is set back 18 feet at the top of the wall. This landscaping shall consist of green vine planting that grows downward from the courtyard on the outside of the wall facing the building located at 6753 Selma Avenue. Modified plans shall be submitted to the Department of City Planning for review.

14. **FAR Chart.** The chart as shown on Exhibit B, Sheet G100, shall be revised to correctly reference allowable FAR under Current Zoning and eliminate the column regarding "Draft Community Plan" as the Hollywood Community Plan is now adopted.

15. **Transformer.** The Department of Water and Power (DWP) has amended their regulations regarding the location of required project transformers and these may now be located within the building. The applicant shall explore alternative locations for the proposed transformer as indicated on Exhibit B, Sheet A000 for Building B. If no alternative location is achieved, the applicant shall submit a letter from DWP that the proposed transformer location is the only location option for the required transformer; this letter shall be placed in the case file. If an interior building location is achieved, then the portion of the building where the transformer is currently located shall be re-designed to eliminate the setback as depicted.

16. **Window Transparency.** A note shall be added to the Project Elevations to indicate that all ground floor windows shall be comprised of non-reflective, transparent glass. Any at-grade parking uses shall not be visible from the exterior of the building. Architectural treatments, or other design features shall be used to ensure the parking is not visible from the exterior of the building.

17. **Bicycle Parking.** Bicycle parking and secure storage facilities shall be provided in the garage areas of Buildings A and B per the City of Los Angeles Bicycle Ordinance (182,386) for residents and commercial uses. Modified plans shall be submitted to the Department of City Planning for review.

Environmental Conditions

18. **Aesthetics (Landscape Plan).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

19. **Aesthetics (Vandalism).**
    a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

20. **Aesthetics (Signage)**
    a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
    b. Multiple temporary signs in store windows and along building walls are not permitted.

21. **Aesthetics (Signage on Construction Barriers)**
    a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

22. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

23. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

24. **Air Pollution (Demolition, Grading, and Construction Activities)**
    a. 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.
    b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    c. 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.
    d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
g. Trucks having no current hauling activity shall not idle but be turned off.

25. **Air Pollution (Stationary).** 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.

26. **Tree Report.** Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in LAMC Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

27. **Tree Removal (Non-Protected Trees)**
    a. 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 and within the adjacent public right(s)-of-way.
    b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 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.
    c. 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 trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

28. **Tree Removal (Public Right-of-Way)**
    a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
    b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
    c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
    d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

29. **Cultural Resources (Archaeology)**

a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and:
   - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
   - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
   - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

b. Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
   SCCIC Department of Anthropology
   McCarthy Hall 477 CSU Fullerton
   800 North State College Boulevard
   Fullerton, CA 92834

c. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

d. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

30. **Cultural Resources (Paleontology)**

a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the areas of paleontological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and:

   - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
   - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
   - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

b. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

c. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

31. **Cultural Resources (Human Remains)**

a. In the event that human remains are discovered during excavation activities (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains), the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

b. *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

30. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

31. **Erosion/Grading/Short-Term Construction Impacts.** The applicant shall provide staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

    a. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

    - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

32. **Grading Plan.** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

    Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include 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.

33. **Geotechnical Report**

    a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
    b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
    c. The existing fill materials that are not suitable for support of the proposed foundations, floor slabs, or additional fill shall be removed during excavation

of the proposed subterranean levels. All foundations may bear in native earth materials found at the level of the proposed excavation.

d. Excavation of the proposed subterranean levels shall require shoring measures to provide a stable working area due to the proposed depth, nature of onsite soils, and the presence of and proximity of adjacent structures.
e. Any fill material and any fill generated during demolition shall be removed during excavation for the proposed subterranean parking levels.
f. All vegetation, existing fill, and soft or disturbed earth materials shall be removed to receive controlled fill. The excavations areas shall be observed by a geotechnical engineer prior to placing compacted fill.
g. Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading. Any existing or abandoned utilities shall be removed or relocated as appropriate.
h. All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 or 95 percent of the maximum laboratory density (according to test method ASTM D 1557-07 or equivalent) or the materials used.

34. **Underground Storage Tanks.** Removal of the underground storage tank (in accordance with LAFD requirements) and suspected septic tank; and over-excavation of impacted soil (if encountered) shall occur before construction begins.

35. **Polychlorinated Biphenyls**
    a. Any lighting ballast not specifically labeled as not containing polychlorinated biphenyls (PCB) is presumed to contain them and shall require special disposal practices when eventually discarded.

    b. Prior to issuance of a demolition permit, a PCB abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

36. **Wastewater.** The below-grade, two-stage used cooking grease trap located on the southern side of the 1618 North Highland Avenue parcel (site of the former restaurant) shall be removed during development.

37. **Emergency Evacuation Plan (Building over 75 feet in height).** Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

38. **Stormwater Pollution (Demolition, Grading, and Construction Activities).**
    a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
    b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

c. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

39. **Low Impact Development (LID) (For Residential development of 5 units or more)**

a. The Project Applicant shall implement stormwater BMPs to capture and manage 100 % from a storm event producing ¾ inch of rainfall in a 24-hour period in the following order of priority: infiltration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities.

b. If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 % capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

40. **Increased Noise Levels (Demolition, Grading, and Construction Activities)**
a. The project shall comply with the City of Los Angeles Noise Ordinance No. 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.
b. 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.
c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
e. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.
f. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. In addition, to ensure vibration levels experienced by residents at 6753 Selma Avenue would not exceed the FTA's 80 VdB thresholds for residences:

- No large bulldozer or caisson drilling shall be used within 50 feet of the building at 6753 Selma Avenue.

g. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the Project Site's western, southern, and eastern boundaries to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.
h. Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project Site to the extent feasible.
i. All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
j. Adjacent land uses within 300 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

41. **Increased Noise Levels (Parking Structure Ramps)**
    a. Concrete, not metal, shall be used for construction of parking ramps.
    b. The interior ramps shall be textured to prevent tire squeal at turning areas.

42. **Increased Noise Levels (Mixed-Use Development).** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

43. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)**
    a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
    b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

44. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

45. **Public Services (Police – Demolition/Construction Sites).** Fences shall be

constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

46. **Public Services (Police).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

47. **Public Services (Construction Activity Near Schools)**
    a. The developer and contractors shall maintain ongoing contact with administrator of Hollywood High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
    b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
    c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
    d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

48. **Public Services (Schools).** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

49. **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

50. **Transportation (Construction).** A construction work site traffic control plan shall be submitted to LADOT's Hollywood-Wilshire District office for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours (between 9 AM and 4 PM).

51. **Transportation (Haul Route)**
    a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

b. (*Non-Hillside)*: Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

52. **Highway Dedication and Street-Widening Requirements.** The applicant shall check with the Bureau of Engineering's (BOE) Land Development Group to determine what the specific highway dedication, street widening and/or sidewalk requirements are for this project.

53. **Inadequate Emergency Access**. The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

54. **Driveway Access and Circulation.** The project proposes to provide access to the parking garages for the commercial uses from the existing north-south alley. The alley, which is currently underutilized since it has not been improved to standards, would need to be improved to accommodate project traffic. The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and shall be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process.

    The applicant, prior to the commencement of building or parking layout design efforts, shall contact LADOT for driveway width and internal circulation requirements. This would ensure that traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All pick-up and drop-off activities shall take place on-site. All driveways shall be Case 2 driveways and 30 feet wide for two-way operations. Any proposed gates shall have a minimum 20' reservoir space from the property line.

55. **Development Review Fees.** The applicant shall comply with any applicable fees per Ordinance No. 180542 (effective March 28, 2009), which identifies specific fees paid to LADOT for traffic study review, condition clearance, and permit issuance.

56. **Wastewater Treatment Facilities and Existing Infrastructure**. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.
    i. The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that could be needed to accommodate the Project's wastewater generation.
    ii. The Project Applicant shall implement water conservation measures that would also reduce wastewater flows.

57. **Water Treatment Facilities and Existing Infrastructure**
    a. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water

infrastructure can supply the domestic needs of the Project during the construction and operation phases.

b. The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that could be needed to accommodate the Project's water consumption needs.

58. **Utilities (Local Water – Landscaping)**

a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff

c. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. And greater.

59. **Utilities (Local Water Supplies – All New Construction)**

a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

60. **Utilities (Local Water Supplies – New Residential)**

a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.

b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by

a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

61. **Utilities (Solid Waste Recycling).** To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

62. **Utilities (Solid Waste Recycling).** Prior to the issuance of any construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.

63. **Utilities (Solid Waste Disposal).** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Administrative Conditions of Approval

64. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

65. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

67. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

68. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

69. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

70. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

72. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS

Entitlement Findings

The proposed project, two buildings located at the intersection of Highland Avenue and Selma Avenue and McCadden Place and Selma Avenue, will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses and 134 residential units. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses and 114 residential units. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height).

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

1. **Variance Findings for Reduced Parking.** Pursuant to Section 12.27 of the LAMC a Variance from Section 12.21 A.4 of the LAMC to permit 538 parking spaces in lieu of the required 584 parking spaces.

    a. *The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.*

    The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

    The LAMC sets forth certain requirements for general parking requirements for multifamily residential dwelling units. These general requirements, however, do not account for the specific design, existing parking covenants, and the location

of the project. Therefore, the strict application of LAMC required parking requirements will result in practical difficulties and unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Several parcels on the site include surface parking lots, subject to off-street parking covenants that require the set aside of 189 parking spaces. The project proposes to include all required parking covenants within subterranean, structured parking as part of the development of Buildings A and B. The two subterranean parking structures provide a total of 538 parking spaces. The fact that these surface parking lots are encumbered with these parking covenants creates a hardship for the development of the new project.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard. The project takes advantage of the location by offering a mixed-use project with 248 residential units and ground floor commercial uses. These location and project features reduce the need for code required parking. In addition, the applicant will be providing bicycle parking for the residential and commercial uses to meet the requirements of the City's Bicycle Ordinance (182,386), although the project was filed prior to the effective date of this Ordinance (March 2013). New or existing automobile parking spaces required by the LAMC for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Automobile parking spaces for residential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station may replace up to 15 percent of the required automobile parking spaces with bicycle parking. Granting the parking variance meets the general intent and purpose of the LAMC parking requirements, and will concurrently eliminate unnecessary hardships and practical difficulties that are not shared by similar properties in the project vicinity.

b. *There are special circumstances applicable to the subject property such as size, shape, topography, location, or surrounding that do not apply generally to other property in the same zone or vicinity.*

The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

There are special circumstances that do not apply to other property in the same zone and vicinity that necessitate permission to provide onsite parking that is reduced from the LAMC parking requirements. The site's parking is constrained by existing parking covenants and agreements that continue to apply once the existing surface parking lots are redeveloped into the proposed mixed-use buildings. The project will satisfy those parking covenants within the structured, subterranean parking garages as part of the new buildings.

The location and site of the project is also unique. The site is located at the intersection of Highland Avenue and Selma Avenue. The site is comprised of two building sites: (1) the West Block located at the corner of Highland Avenue and Selma Avenue; (2) and the East Block, located immediately east of the Center Block and McCadden Place. The project will contain up to 285,898 square feet of occupiable building area, with a design that features modern architecture and commercial space to provide a range of retail goods and services along with residential dwelling units. The project's parking facilities are interspersed between the residential and mixed-use components of the project. The location of these parking facilities strategically reduces overall parking demand because the residential units are close to the parking, commercial, and retail facilities on the site, which minimizes the need for additional parking.

As previously stated, the site is located nearby to major transit infrastructure. Accordingly, the location of the project near these numerous transit options reduces the need for on-site parking facilities. Thus, the number of parking facilities proposed for the project, the required parking covenants, and the project's transit-oriented location, are special circumstances that support the grant of this parking variance request.

c. *The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.*

The variance is necessary for the preservation and enjoyment of substantial property rights and uses not generally possessed by other properties in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, are denied for the site. As noted above, the site is subject to several parking covenants that require off-street parking facilities for existing uses on the site. The project will continue to satisfy those requirements. By doing so, however, the site is burdened in ways that the surrounding properties are not.

One goal of the project is to transform the site from its existing use to a modern, mixed-use development that is consistent with the Hollywood Community Plan. The project will establish a level of design continuity and consistency for the entire development site. Granting the requested parking variance facilitates the development of a transit-oriented project on currently underutilized, surface parking lots, in an area targeted for redevelopment.

d. *The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

Granting the variance will not be detrimental to the public welfare or injurious to the property in the same vicinity. The project will improve existing site conditions and enhance the public welfare and surrounding neighborhood. It will create a mixed-use environment of new, contemporary buildings, while at the same time respecting adjacent historic structures.

The site will contain post-production entertainment uses, commercial uses, newly constructed housing, neighborhood-oriented retail on the ground floor, and parking facilities for all of these uses. The project proposes the construction of

134 residential units in Building A and 114 residential units in Building B, for a total of 248 units. Building A and B will also include ground floor retail uses totaling 12,785 square feet. An onsite subterranean parking structure with grade-level enclosed parking will be constructed for each building: Building A will contain 276 parking spaces and Building B will contain 262 parking spaces – the total amount of parking spaces provided is just 46 spaces shy of the 584 parking spaces required per the LAMC. This type of development will not be injurious or damaging to the site or other properties in the vicinity. While the grant of the variance will not be materially detrimental to the public welfare or injurious to other properties, its denial could result in detrimental effects on the property in the vicinity because the existing surface parking lots will remain under-utilized parcels of land. The granting of this variance will contribute to the public welfare.

e. *The granting of the variance will not adversely affect any element of the General Plan.*

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place. The project will include a total of 538 parking spaces in a 1 ½ level subterranean parking structure, where 584 parking spaces are required, and has thus requested a parking variance.

The parking variance will not adversely affect any element of the General Plan or Hollywood Community Plan, part of the Land Use Element. As described above, in the findings for the Conditional Use Approval, the General Plan, the Framework Element, the Housing Element, and the Hollywood Community Plan encourages mixed-use projects with housing and pedestrian-oriented commercial uses along major transit corridors. As a result, this project adheres to the various policies of these documents through the redevelopment of existing, underutilized surface parking lots into a two new buildings adjacent to high-capacity transit.

The sites where the two new buildings will be located currently include surface parking as part of existing improvements. The project will include a variety of retail, commercial, and housing opportunities. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

The project has been designed and conditioned to enhance the pedestrian environment along Highland Avenue, Selma Avenue, and McCadden Place, especially relating to pedestrian orientation. This project, including its proposed parking facilities and adherence to existing parking covenants, further the enhancement of this site.

2. **Site Plan Review Findings.** The applicant is requesting a Site Plan Review for a project which results in an increase of 50 or more residential units.

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

   The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place.

   The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

   The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

   The proposed project is in compliance with the Framework Element, the Housing Element and the Land Use Element–Hollywood Community Plan. The site is not located within a Specific Plan. The project as conditioned is in conformance with the General Plan and Hollywood Community Plan.

i. Framework Element

The Citywide General Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project will be in conformance with several goals of the Framework as described below.

A. Land Use Chapter, Framework Element: Issue One: Distribution of Land Use of the Framework Element's Land Use Chapter (Chapter Three) establishes general principles to encourage growth and increase land use intensity around transit nodes, to create a pedestrian oriented environment while promoting an enhanced urban experience and provide for places of employment.

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

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

The project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses.

The project will provide commercial options at the ground floor and residential units above. As conditioned, the project will be designed in harmony with the existing neighborhood and minimize impacts on neighboring properties. The project will provide a high quality project that incorporates existing uses on the site, including required parking pursuant to recorded Covenant and Agreements. It will also provide new housing options for residents, and will incorporate measures to reduce impacts to air quality, geology, hazardous materials, noise, and public services for the surrounding community. The location is just one block away from a major transit hub, at Hollywood and Highland. The character of the area includes other mixed-use projects, commercial and retail uses, and high density residential. The project's recommended density and height will be compatible with existing development and will not create negative impacts to the adjacent commercial or residential areas.

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

Objective 7.3: Maintain and enhance the existing businesses in the city.
Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.

The above objectives seek to concentrate commercial development in existing commercial corridors and in areas that are able to support such development which are in close proximity to rail and bus transit stations. It also encourages the development of general commercial uses, which support community needs. The project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. The project will provide commercial options at the ground floor and residential units above that will serve the existing community in a location that currently contains several underutilized surface parking areas and underperforming buildings.

ii. **Housing Element**

Policy 2.1.3: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours.
Policy 2.1.4: Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project will include the construction of two new mixed-use buildings that will provide commercial options at the ground floor and residential units above. This project will activate the community by generating pedestrian activity during and after normal commercial business hours. The development will replace currently under-utilized surface parking areas and commercial buildings with two well-designed buildings that provide a unique design. Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.
Policy 2.3.1: Encourage and plan for high-intensity residential and commercial development in centers, districts, and along transit corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.
Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the

community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project location is well served by a large variety of transit options. The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

iii. **Transportation Element**

Objective 3.13: *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*
Objective 5.10: Require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings undergoing extensive renovations and/or expansion, whenever practicable.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project will provide commercial options at the ground floor and residential units above. The project location is well served by a large variety of transit options. It is also located across the street from Hollywood High School; the neighborhood has a significant amount of pedestrian activity. To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for functional uses for pedestrians, bicycles, vehicles, loading/unloading, and trash/recycling removal. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage. Additionally, BOE recommended that a 4-foot dedication be made on McCadden Place (east side). However, since this street will not be widened due to the historic uses that are built to the property line, this dedication has not been included as a condition.

iv. Land Use Element – Hollywood Community Plan
The project is located within the Hollywood Community Plan area. The current plan, which was adopted by the City Council on June 19, 2012, includes the following relevant land use objectives, policies and programs:

Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.
Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) incentive Areas (map 25).
Policy LU.2.11: Support provision of minimum Floor Area Ratios in mixed-use incentive Areas consistent with map 25.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

The sites where the two new buildings will be located currently include surface parking. The project will include a variety of retail and commercial uses and housing opportunities in new buildings. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.
Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the urban Design Chapter, Chapter 7.
Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.
Policy LU.3.6: Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.

Policy LU.3.5: Discourage curb-cuts next to sidewalks on streets with a high level of pedestrian traffic, when alternative access exists.
Policy LU.2.14: Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of this high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of McCadden Place and Selma Avenue do not include retail frontages, the ground floor of these buildings is designed to incorporate glass storefronts behind which are located the lobby, a small retail space, and residential amenities.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1. Both Building A and B incorporate ground level retail amenities which will serve the nearby community, making it easier for residents to use alternative modes of transportation and minimize automobile trips.

The new buildings are designed to reduce the impact of new curb cuts and parking lots on pedestrian circulation. The project will eliminate the one existing curb cut on Highland Avenue, and does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for pedestrian, bicycle, and vehicular access. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces

negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

All new parking will be located in subterranean parking structures, with some at-grade parking that is within the new buildings. As conditioned, the ground floors of both Buildings A and B will be enhanced with pedestrian-friendly architectural treatments such as transparent glass, and no at-grade parking will be visible from outside the building, thus achieving the policies in the Hollywood Community Plan.

Policy LU.1.23: Protect existing alleys from gating or closure. Maintain alleys to provide commercial uses with opportunities for off-street loading and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.
Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.
Policy LU.1.25: Maintain alleys which are located between commercial use and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.
Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.
Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (map 28). Encourage use of rear alleys for access to parking areas.
Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks".
Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.
Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

Alleys are an important piece of Hollywood's infrastructure, especially as they relate to bicycle, pedestrian and vehicular circulation. Alleys can also be enhanced with landscaping and special design features that assist in place-making and can provide a distinctive design feature to new development. Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project

reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features that will enhance the architectural connections of the building.

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

Policy LU.2.9: Infill development throughout the Hollywood Community Plan area should conform with the general urban design standards contained in Chapter 7. Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7.

The project is consistent with many of the Urban Design Guidelines for individual projects in the Hollywood Community Plan. These guidelines are intended to ensure that new projects are compatible with existing and future development on neighboring properties and this project meets many of the policies, as follows:

- *Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.*

  As designed, the residential entrances for Buildings A and B area accessible via lobbies which have direct access to the respective commercial streets. The retail spaces within both buildings have pedestrian entrances directly accessible from the nearest public street.

- *Buildings should be oriented to provide breaks for pedestrian throughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.*

  As discussed above, Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so

with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features.

- *The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.*

  At the public hearing, the owner of the building at 6753 Selma Avenue expressed concerns regarding the portion of Building A that will abut 6753 Selma Avenue. Because the ground floor of Building A is proposed to be approximately 20 feet in height (for retail uses), the owners of 6753 Selma Avenue feel this wall will block light into their building. As designed and conditioned, however, the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley.

- *To break massing, utilize multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.*

- *Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.*

  As designed and conditioned the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley. A variety of quality materials and a top-level floating clerestory, provide additional architectural features. Building B similarly includes stepbacks, massing and architectural treatments to break up the massing of that building.

- *Required parking and loading areas should be located away from the primary street, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.*

  The project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage. Building B

will eliminate three existing curb cuts on McCadden Place, improving pedestrian safety and circulation.

- *Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.*

- *The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.*

  Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of the high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avenue and McCadden Place do not include retail frontages, the ground floors of these buildings are designed to incorporate glass storefronts behind which are located the retail lobby, a small retail space, and residential amenities.

- *Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.*

  Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building. This buffer will consist of a downward growing vine from the courtyard.

- *Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.*

  As conditioned, an alternative location for the DWP required transformer will be explored, as the transformer may be permitted to be located within the building, rather than in the current proposed location. If relocated, the interior location of this required utility equipment will enhance the design of the project.

- *The use of highly reflective or deeply tinted glass is discouraged.*

  The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility for the commercial uses. As conditioned, the ground floor facades along

McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avenue and McCadden Place do not include retail frontages, the ground floor of these buildings is designed to incorporate glass storefronts behind which are located the lobby, a small retail space, and residential amenities.

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

The project is designed and conditioned to provide a pedestrian-friendly experience along Highland Avenue, Selma Avenue, and McCadden Place as well as provide for open space amenities for residents. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas.

CEQA Findings

A Mitigated Negative Declaration (ENV-2011-2158-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 23, 2013 *(Continued from April 11, 2013)*
Time: After 8:30 a.m.
Place: Van Nuys City Hall Council Chamber
2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: Required
Appeal Status: Variance, and Site Plan Review appealable to City Council.

Expiration Date: May 23, 2013

Multiple Approval: Yes, pursuant to 12.36.C.1

Case No.: CPC-2011-2157-ZV-SPR
CEQA No.: ENV-2011-2158-MND
Council No.: 13 – Garcetti
Plan Area: Hollywood Plan
Certified NC: Central Hollywood NC
GPLU: Regional Center Commercial
Zone: C4-2D, C4-2D-SN

Applicant: Robert D. Champion, Highland Selma Venture, LLC
Representative: Jerry Neuman, Esq., Sheppard Mullin Richter & Hampton, LLP

PROJECT LOCATION: 1600, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1616 ½, 1618, and 1618 ½ North Highland Avenue; 1600, 1606, 1612, 1616, and 1622 North McCadden Place; and 6709, 6757, 6757 ½, 6759, 6759 1/2, 6761, 6763, 6765, 6767, 6773, 6775, and 6777 West Selma Avenue.

PROPOSED PROJECT: The proposed project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses, for a total of 249,722 square feet. The project will include 134 residential units in Building A and 114 residential units in Building B. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The project also incorporates a total of over 26,000 square feet of new open space. An on-site subterranean parking structure with grade-level enclosed parking will be constructed for each building, for a total of 538 parking spaces.

The site consists of 15 total parcels totaling 1.74 acres on three separate blocks (approximately 75,660 square feet). Existing uses on the site include surface parking lots.

The applicant seeks parking variances to reduce required parking (requesting 538 parking spaces in lieu of the required 584 parking spaces), a Site Plan Review, and City Planning Commission approval to be developed with an FAR above 3:1 per the D Limitation on the site for a total FAR of 3.60:1 in Building A and 2.99:1 in Building B.

REQUESTED ACTIONS:

1. Pursuant to Section 12.27 of the LAMC a **Variance** from Section 12.21 A.4 of the LAMC to permit 538 parking spaces in lieu of the required 584 parking spaces.

2. Pursuant to Section 16.05 of the Municipal Code, **Site Plan Review** for a project which results in an increase of 50 or more dwelling units.

3. Pursuant to the D Limitation for the site, City Planning Commission approval for a project which exceeds a 3:1 FAR for a total FAR of 3.6:1 for Building A pursuant to the D Limitation on the site.

4. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, **Adopt** the **Mitigated Negative Declaration** ENV-2011-2158-MND for the above referenced project.

RECOMMENDED ACTIONS:

1. **Approve** a **Variance** from Section 12.21 A.4 of the LAMC to permit 538 parking spaces in lieu of the required 584 parking spaces.

2. **Approve** the **Site Plan Review Findings** for a project which results in an increase of 50 or more dwelling units.

3. **Approve** a project which exceeds the allowable 3:1 FAR pursuant to the D Limitation on the site for a total FAR of 3:6:1 for Building A.

4. **Adopt** the **Mitigated Negative Declaration** ENV-2011-2158-MND for the above referenced project.

MICHAEL J. LOGRANDE
Director of Planning

Daniel Scott for
Lisa Webber, AICP, Deputy Director

Daniel Scott
Daniel Scott, Principal City Planner

Shana Bonstin
Shana Bonstin, Senior City Planner

Debbie Lawrence for Blake Lamb
Blake E. Lamb, Hearing Officer
Telephone: 213-978-1167

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PROJECT ANALYSIS

Case Continued from April 11, 2013
This project was continued by the City Planning Commission at its April 11, 2013 meeting date. Since the original application was filed, changes in the Hollywood Community Plan as well as changes to the ownership of the property created a need to revise and update the entitlements requested.

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. Therefore, the applicant requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1.

When the project was originally filed in 2011, it requested a Conditional Use Approval for a Unified Development for Floor Area Averaging. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. However, as part of the Conditional Use Permit, the applicant is required to operate and maintain the development as a Unified Development, guarantee the continued maintenance of unifying elements, and specify an individual entity to be responsible for maintenance, among other requirements. Because several parcels were sold, the applicant is unable to achieve these requirements.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan now allows for an FAR of 3:1 on the site, with the ability to achieve an FAR of 6:1 provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies. As the project no longer needed a Zone Change to remove the "D" Limitation, the applicant has withdrawn this request.

Because the current Hollywood Community Plan provides a process by which the applicant can seek an increase in the allowable FAR of 3:1 to up to 6:1, it is unnecessary for them to utilize the Conditional Use Permit for Floor Area Averaging process. Because the requested entitlements have changed, and the project scope has changed from a project which consisted of all 22 parcels – new and existing buildings - to now only including new Buildings A and B, a new public hearing is required and will take place at the scheduled City Planning Commission meeting on May 23, 2013.

Project Summary
This report contains discussions, recommendations, conditions and findings for the construction of two new mixed-use commercial and residential buildings.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial

tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place.

The site is currently zoned C4-2D-SN and C4-2D.

FAR

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses and 134 residential units. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses and 114 residential units. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height).

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

Density

The project is a mixed-use development in the C4 zone that permits R4 residential density. However, this project is also within the Regional Center General Land Use Designation. As such, LAMC 12.22.A.18 permits R5 density within Regional Center General Land Use designations for commercially zoned parcels. Per LAMC Section 12.12.C.4(c), the R5 zone requires a minimum of 200 square feet of lot area per dwelling unit. Based on the Building A lot size, a total of 196 residential units could be constructed; 134 units are proposed. Based on the Building B lot size, a total of 185 units could be constructed; 114 residential units are proposed.

Parking

The completed project would be located along Highland Avenue between Hawthorn Avenue and Selma Avenue, with an alley in the western portion of the project site and McCadden Place separating the eastern portion of the project site. Parking is provided in two subterranean parking structures containing one and a half levels in Building A and Building B. There are 189 parking spaces that are required to be provided on the project sites per the existing Parking Covenant. Building A will provide 276 parking spaces and Building B will provide 262 parking spaces for a total of 538 parking spaces. Building A requires 296 parking spaces (203 parking spaces for the residential units, 25 spaces for the commercial uses, and 68 covenant spaces).

Building B requires 288 parking spaces (166 parking spaces for the residential units, 1 space for the commercial use, and 121 covenant spaces). The total number of required parking spaces per LAMC is 584. The applicant seeks a parking variance for the 46 parking spaces that are in deficit.

Site Design
The site is located on the eastern side of Highland Avenue between Hawthorn Avenue and Selma Avenue. The project will add two new buildings (Building A will be located on the southeastern corner and portion of the project site fronting Highland Avenue and Selma Avenue and Building B will be located on the northeast corner of the intersection of McCadden Place and Selma Avenue) within the site area. The site has a north-south alley on the western portion of the site dividing Building A. The alley will treated with stamped and colored concrete, attractive landscaping elements and appropriate lighting to encourage safety and pedestrian connectivity through the large project site. Building B is located at the northeast corner of McCadden Place and Selma Avenue.

Pedestrian access to the commercial uses provided in Building A is provided on Highland Avenue and Selma Avenue. Patrons or residents that are parking in the onsite parking garages also have access to the commercial uses through the parking garage entrances located in the interior of the ground floors in Building A and Building B.

Hollywood Urban Design Guidelines and the Professional Volunteer Program
The project has been evaluated according to the Hollywood Urban Design Guidelines and is found to be in substantial conformance with them. Additionally, the project was taken to the Planning Department's Professional Volunteer Program for an architectural critique. Comments in general were positive about the project's design. However, there were several comments that expressed concerns regarding blank façades and an overall large block massing on the south elevation of the project. The Professional Volunteer participants wished to see fenestration, additional architectural treatment, setbacks, or other elements that could enhance this blank façade and break up the massing of the building and create further pedestrian linkages throughout the project site. Lastly, they supported preserving the alley in order to uphold the Hollywood Community Plan's circulation goals to preserve and maintain alleys.

After receipt of these comments, as well as discussions with Planning Staff and the Council Office 13 staff regarding the Hollywood Community Plan policies relating to alley preservation, the applicant revised the project design such that the alley request for vacation was changed to a clear bridge to connect the two buildings fronting Selma. The design added more and larger windows to the southern elevation of Building A and continued the architectural features and design across the entire southern elevation of the project. The exteriors of Building A and Building B incorporate materials including smooth plaster, stone, exposed steel, wood paneling and glass. These design features visually connect the project as a whole by the use of one material element, which is a wood-sided four-story horizontal bar. The massing will be lowered to five stories with a floating clerestory along Selma Avenue to be more compatible with the street's lower profile and adjacency to the low rise residential community fronting the southerly side of the project site. The massing along Highland Avenue will be six stories as the scale increases with the slope of the street north towards Hollywood Boulevard.

The ground floor retail includes vertical architectural elements spaced by metal awnings and glazed display openings that not only engage pedestrians but also allow the upper mass of the buildings to appear to be floating above the street. The alley was preserved and the building massing was divided with a one-way alley that preserves access from Hawthorn Avenue to Selma Avenue.

Requested Entitlements

Parking Variance. The Applicant is requesting a Parking Variance to reduce the required parking.

Site Plan Review. The project proposes 248 residential units and requires Site Plan Review.

CPC Approval. The Applicant is requesting CPC approval for a project which exceeds a 3:1 FAR for a total FAR of 3.6:1 for Building A pursuant to the D Limitation on the site.

Background

Existing Uses

The site is approximately 75,660 square feet or 1.74 acres in size. The project site consists of 15 parcels. It is bounded by Hawthorn Avenue to the north, a surface parking lot to the east that fronts Las Palmas Avenue, Selma Avenue to the south, and Highland Avenue to the west. McCadden Place runs north/south between the eastern portion of the project that consists of Building B and the center portion of the project site.

Surrounding Zones and Uses

North of the project site, across Hawthorn Avenue, is a parking lot, located at 1650 Highland Avenue, zoned C2-2D-SN, and commercial buildings occupied by the Musician's Institute, at 6779 Hawthorn Avenue and 1655 McCadden Place, zoned C2-2D. Directly north of the west portion of the project site is an office building also occupied by the Musician's Institute at 1620 and 1622 North Highland Avenue abutting Hawthorn Avenue. Also, on the eastern side of the alley is the Department of Water and Power facility, zoned C4-2D.

To the south of the site across Selma Avenue is a commercial building occupied by Sunshine Glass, located at 1556 Highland Avenue, zoned C4-2D-SN, another commercial building located at 6750 Selma Avenue, is also zoned C4-2D. There are single family residences located at 6732-3736 Selma Avenue, zoned C4-2D, an apartment building located at 1545 Las Palmas Avenue and a First Baptist Church building located at 6682 Selma Avenue, all zoned C4-2D.

To the east of the site, there is a parking lot and east of the center and east portions of the project site, is an offsite apartment building located at 6753 Selma Avenue, zoned C4-2D, the Panavision building, and several surface parking lots zoned PF-2D.

To the west of the site, across Highland Avenue, is Hollywood High School, located at 1521 Highland Avenue, zoned PF-1XL.

Streets and Circulation

Highland Avenue is a designated Modified Major Highway Class II as updated in the recent adoption of the Hollywood Community Plan Update, with a required 35-foot half-width roadway within a 50-foot half foot right-of-way.

Selma Avenue, McCadden Place and Hawthorn Avenue are all classified as Local Streets. According to the street dimensions defined in the General Plan, a Local Street requires a 20-foot half-width roadway within a 30-foot half-width right-of-way in commercial and multiple residential areas.

The alley in the western portion of the property will be improved to 20 feet in width.

Conclusion

The Department recommends the project as conditioned in this report. The project will provide much needed residential housing in an urban center and will be scaled and massed in a manner compatible to the surrounding development and neighborhood character. Building A would be built to an FAR of 3.6:1 which, provided it is approved by the City Planning Commission and adheres to the Hollywood Community Plan policies is permitted. Building B would be built to an FAR of 2.99:1, which would be allowed under the site's current Height District -2D. The relief for the parking variance is appropriate given that a detailed analysis of the parking demand by hour and day finds that the mixed-use nature of the proposed project allows for an actual parking demand that is significantly less than the parking required by the Los Angeles Municipal Code (LAMC).

The project, at the recommended floor area, height, scale, design and layout, will be a compatible addition to the local neighborhood and will provide a sense of place to the stretch of Highland Avenue between Hawthorn and Selma Avenues that is distinct and unique in its design.

CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the Plot plan and elevations submitted with the application and marked **Exhibit B**, dated **May 23, 2013,** and attached to the administrative file. Prior to the issuance of building permits, revised, detailed development plans that show compliance with all conditions of approval, including complete landscape and irrigation plans, shall be submitted to the City Planning Department for review.

2. **Use**. Use of the subject property shall be limited to the use and area provisions of the C4-2D and C4-2D-SN zone, permitting a mixed use development as defined by 12.16 of the Los Angeles Municipal Code (LAMC), except where conditions herein may be more restrictive. Residential uses and retail commercial uses shall be permitted.

3. **Height – Building A**. The building shall be limited to a height of 82 feet and 6 inches, as defined by the LAMC Section 12.03 Any structures on the roof, such as air condition units and other equipment, shall be fully screened from view of any abutting properties.

4. **Height – Building B.** The building shall be limited to a height of 80 feet and 6 inches, as defined by the LAMC Section 12.03. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.

5. **Floor Area Ratio (FAR).** Building A shall not exceed an FAR of 3.60:1. Building B shall not exceed an FAR of 2.99:1. The total floor area of non-residential, ground-floor retail commercial uses in Building A shall not exceed 12,291 square feet, as defined by Section 12.03 of the LAMC. The total floor area of non-residential, ground-floor commercial uses shall not exceed 494 square feet as defined by Section 12.03 of the LAMC.

6. **Residential Density.** Not more than 134 dwelling units may be constructed in Building A. Not more than 114 dwelling units may be constructed in Building B. The site is subject to 12.22 A.18 (a) allowing a density of 1 unit per each 200 square feet of lot area; however, the project is conditioned to be constructed below the allowable density pursuant to the Environmental Clearance adopted as part of this action.

7. **Parking.** The project shall provide parking pursuant to LAMC Section 12.21.A.4. for dwelling units. The project shall provide parking pursuant to LAMC 12.21 A.4(x)(3) for commercial floor area. However, notwithstanding Section 12.21 A.4 of the LAMC, the project shall be permitted to provide a maximum of 538 parking spaces in lieu of the required 584 parking spaces, per the approved Parking Variance.

    a. Building A: A total of 276 parking spaces shall be provided. 179 residential parking spaces shall be permitted in lieu of the required 203 spaces per 12.21 A.4 (a difference of 24 spaces). 68 parking spaces shall be reserved per a required Covenant and Agreement. 29 commercial parking spaces shall be required per the LAMC Section 12.21 A.4(x)(3).
    b. Building B: A total of 262 parking spaces shall be provided. 139 residential parking spaces shall be permitted in lieu of the required 166 parking spaces per LAMC 12.21 A.4 (a difference of 27 spaces). 121 parking spaces shall be reserved per a required Covenant and Agreement. Two retail commercial

parking spaces shall be provided pursuant to LAMC Section LAMC 12.21 A.4(x)(3).

8. **Setbacks.** All setbacks shall be provided as required per LAMC Section 12.22 A.18 (c) (3) for projects combining commercial and residential uses.

9. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

10. **Dedication(s) and Improvement(s).** The applicant shall consult with the Bureau of Engineering and the Department of Transportation (DOT) for any required improvements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, department of Public Works. They must be constructed and completed prior to issuance of any Certificate of Occupancy to the satisfaction of DOT and the Bureau of Engineering.

    The following street dedications are required by the Bureau of Engineering:

    Highland Avenue is a designated Modified Major Highway Class II as updated in the recent adoption of the Hollywood Community Plan Update, with a required 35-foot half-width roadway within a 50-foot half foot right-of-way. No dedication is required.

    Selma Avenue, McCadden Place and Hawthorn Avenue are all classified as Local Streets. According to the street dimensions defined in the General Plan, a Local Street requires a 20-foot half-width roadway within a 30-foot half-width right-of-way in commercial and multiple residential areas. No dedication on Selma is required. The following dedications are required: McCadden Place East Side (Non-continuous Local Street) – a 4-foot wide strip of land along the property frontage to complete a 27-foot wide half right-of-way in accordance with Local Street standards, including a 15-foot radius property line return or a 10-foot by 10-foot corner cut at the intersection with Selma Avenue; and Hawthorn Avenue (Non-continuous Local Street) – a 2-foot wide strip of land along the property of Lot 26 of the G F Stevenson Tract No. 2 to complete a 27-foot half right-of-way in accordance with Non-continuous Local Street Standards.

    Alley (east of Highland Avenue) – A 2-foot wide strip of land along the east and west sides of the alley to complete a 20-foot total right-of-way in accordance with alley standards. An alley vacation request for an airspace portion of the alley north of Selma Avenue has been submitted and is currently being processed for Council approval under Engineering File No. VAC-E1401220. Additional requirements may be imposed in conjunction with the alley vacation.

    The following improvements are required:

    Highland Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

    Hawthorn Avenue – Construct integral concrete curb and 2-foot gutter along the property frontage and upgrade the driveway to comply with ADA requirements.

    McCadden Place West Side – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements.

McCadden Place East Side – Construct additional surfacing to join the existing improvements to provide an 18-foot half roadway in accordance with Non-continuous Local Street standards, including asphalt pavement, an access ramp at the intersection with Selma Avenue, integral concrete curb, 2-foot gutter and a 9-foot wide concrete sidewalk. These improvements should suitably transition to join the existing improvements.

Selma Avenue – Repair any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close any unused driveways with standard curb height, concrete gutter and sidewalk.

Alley – Reconstruct the alley to provide a 20-foot wide alley, including a 2-foot longitudinal concrete gutter along the center of the alley. Construct the alley intersection at Selma Avenue to City Standards.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way area associated with the improvement requirements outlined herein. The Bureau of Street Services Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

The Department of Transportation may have additional requirements for dedication and improvements. Refer to the Department of Transportation regarding traffic signals, signs, equipment and parking meters (213) 482-7024.

Refer to the Department of Water and Power regarding power poles (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

Catch basins exist in McCadden Place. Relocate catch basins per B-Permit plan check requirements. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains connected to the catch basins.

Sewers exist in Highland Avenue, Hawthorn avenue, McCadden Place and Selma Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

An investigation by the Bureau of Engineering Central District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering.

Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

11. **Street Trees.** If determined necessary, construct tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division (213) 485-5675 of the Bureau of Street Services.

12. **Building A, Landscape setbacks.** The plans shall be revised so that the open space setback located on the second floor of Building A includes a landscape buffer adjacent to the property line for the full length of the building. Currently this landscape buffer comprises approximately 50% length of the building along the edge of the property line; this buffer shall be revised to comprise 100% of the length of this area.

13. **FAR Chart.** The chart as shown on Exhibit B, Sheet G100, shall be revised to correctly reference allowable FAR under Current Zoning and eliminate the column regarding "Draft Community Plan" as the Hollywood Community Plan is now adopted.

14. **Transformer.** The Department of Water and Power (DWP) has amended their regulations regarding the location of required project transformers and these may now be located within the building. The applicant shall explore alternative locations for the proposed transformer as indicated on Exhibit B, Sheet A000 for Building B. If no alternative location is achieved, the applicant shall submit a letter from DWP that the proposed transformer location is the only location option for the required transformer; this letter shall be placed in the case file. If an interior building location is achieved, then the portion of the building where the transformer is currently located shall be re-designed to eliminate the setback as depicted.

15. **Window Transparency.** A note shall be added to the Project Elevations to indicate that all ground floor windows shall be comprised of non-reflective, transparent glass. Any at-grade parking uses shall not be visible from the exterior of the building. Architectural treatments, or other design features shall be used to ensure the parking is not visible from the exterior of the building.

B. Environmental Conditions

16. **Aesthetics (Landscape Plan).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker

17. **Aesthetics (Vandalism).**
    a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

18. **Aesthetics (Signage)**
    a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
    b. Multiple temporary signs in store windows and along building walls are not permitted.

19. **Aesthetics (Signage on Construction Barriers)**
    a. The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    c. The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

20. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

21. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

22. **Air Pollution (Demolition, Grading, and Construction Activities)**
    a. 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.
    b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    c. 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.
    d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
    g. Trucks having no current hauling activity shall not idle but be turned off.

23. **Air Pollution (Stationary).** 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.

24. **Tree Report.** Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in LAMC Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

25. **Tree Removal (Non-Protected Trees)**

a. 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 and within the adjacent public right(s)-of-way.
b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 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.
c. 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 trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

26. **Tree Removal (Public Right-of-Way)**
a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

27. **Cultural Resources (Archaeology)**
a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
    - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
    - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
b. Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
    SCCIC Department of Anthropology
    McCarthy Hall 477 CSU Fullerton

800 North State College Boulevard
Fullerton, CA 92834

c. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
d. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

28. **Cultural Resources (Paleontology)**

a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the areas of paleontological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and:

- The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

b. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
c. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

29. **Cultural Resources (Human Remains)**

a. In the event that human remains are discovered during excavation activities (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains), the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.

- The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

b. *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

recorded prior to issuance of a grading permit.

30. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

31. **Erosion/Grading/Short-Term Construction Impacts.** The applicant shall provide staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

    a. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
    - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

32. **Grading Plan.** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include 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.

33. **Geotechnical Report**
    a. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
    b. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
    c. The existing fill materials that are not suitable for support of the proposed foundations, floor slabs, or additional fill shall be removed during excavation of the proposed subterranean levels. All foundations may bear in native earth materials found at the level of the proposed excavation.
    d. Excavation of the proposed subterranean levels shall require shoring measures to provide a stable working area due to the proposed depth, nature of onsite soils, and the presence of and proximity of adjacent structures.
    e. Any fill material and any fill generated during demolition shall be removed during excavation for the proposed subterranean parking levels.
    f. All vegetation, existing fill, and soft or disturbed earth materials shall be removed to receive controlled fill. The excavations areas shall be observed by a geotechnical engineer prior to placing compacted fill.
    g. Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading. Any existing or abandoned utilities shall be removed or relocated as appropriate.
    h. All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 or 95 percent of the maximum laboratory density (according to test method ASTM D 1557-07 or equivalent) or the materials used.

34. **Underground Storage Tanks.** Removal of the underground storage tank (in accordance with LAFD requirements) and suspected septic tank; and over-excavation of impacted soil (if encountered) shall occur before construction begins.

35. **Polychlorinated Biphenyls**
    a. Any lighting ballast not specifically labeled as not containing polychlorinated biphenyls (PCB) is presumed to contain them and shall require special disposal practices when eventually discarded.

b. Prior to issuance of a demolition permit, a PCB abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

36. **Wastewater.** The below-grade, two-stage used cooking grease trap located on the southern side of the 1618 North Highland Avenue parcel (site of the former restaurant) shall be removed during development.

37. **Emergency Evacuation Plan (Building over 75 feet in height).** Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

38. **Stormwater Pollution (Demolition, Grading, and Construction Activities).**
    a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
    b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
    c. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
    d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
    e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

39. **Low Impact Development (LID) (For Residential development of 5 units or more)**

    a. The Project Applicant shall implement stormwater BMPs to capture and manage 100 % from a storm event producing ¾ inch of rainfall in a 24-hour period in the following order of priority: infiltration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities.

    b. If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 % capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

40. **Increased Noise Levels (Demolition, Grading, and Construction Activities)**
    a. The project shall comply with the City of Los Angeles Noise Ordinance No. 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.

b. 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.
c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
e. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.
f. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

   In addition, to ensure vibration levels experienced by residents at 6753 Selma Avenue would not exceed the FTA's 80 VdB thresholds for residences:

   - No large bulldozer or caisson drilling shall be used within 50 feet of the building at 6753 Selma Avenue.

g. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the Project Site's western, southern, and eastern boundaries to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.
h. Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project Site to the extent feasible.
i. All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.
j. Adjacent land uses within 300 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

41. **Increased Noise Levels (Parking Structure Ramps)**
    a. Concrete, not metal, shall be used for construction of parking ramps.
    b. The interior ramps shall be textured to prevent tire squeal at turning areas.

42. **Increased Noise Levels (Mixed-Use Development).** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

43. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)**
    a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

44. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

45. **Public Services (Police – Demolition/Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

46. **Public Services (Police).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

47. **Public Services (Construction Activity Near Schools)**
    a. The developer and contractors shall maintain ongoing contact with administrator of Hollywood High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
    b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
    c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
    d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

48. **Public Services (Schools).** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

49. **Recreation (Increased Demand for Parks or Recreational Facilities).** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

50. **Transportation (Construction).** A construction work site traffic control plan shall be submitted to LADOT's Hollywood-Wilshire District office for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours (between 9 AM and 4 PM).

51. **Transportation (Haul Route)**
    a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
    b. *(Non-Hillside)*: Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

52. **Highway Dedication and Street-Widening Requirements**. The applicant shall check with the Bureau of Engineering's (BOE) Land Development Group to determine what the specific highway dedication, street widening and/or sidewalk requirements are for this project.

53. **Inadequate Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

54. **Driveway Access and Circulation.** The project proposes to provide access to the parking garages for the commercial uses from the existing north-south alley. The alley, which is currently underutilized since it has not been improved to standards, would need to be improved to accommodate project traffic. The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and shall be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process.

    The applicant, prior to the commencement of building or parking layout design efforts, shall contact LADOT for driveway width and internal circulation requirements. This would ensure that traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All pick-up and drop-off activities shall take place on-site. All driveways shall be Case 2 driveways and 30 feet wide for two-way operations. Any proposed gates shall have a minimum 20' reservoir space from the property line.

55. **Development Review Fees.** The applicant shall comply with any applicable fees per Ordinance No. 180542 (effective March 28, 2009), which identifies specific fees paid to LADOT for traffic study review, condition clearance, and permit issuance.

56. **Wastewater Treatment Facilities and Existing Infrastructure**. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.

i. The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that could be needed to accommodate the Project's wastewater generation.
ii. The Project Applicant shall implement water conservation measures that would also reduce wastewater flows.

57. **Water Treatment Facilities and Existing Infrastructure**
a. As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases.
b. The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that could be needed to accommodate the Project's water consumption needs.

58. **Utilities (Local Water – Landscaping)**
a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
    - Use of landscape contouring to minimize precipitation runoff
c. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. And greater.

59. **Utilities (Local Water Supplies – All New Construction)**
a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

60. **Utilities (Local Water Supplies – New Residential)**
    a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
    b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
    c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

61. **Utilities (Solid Waste Recycling).** To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

62. **Utilities (Solid Waste Recycling).** Prior to the issuance of any construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.

63. **Utilities (Solid Waste Disposal).** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Administrative Conditions of Approval

64. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

65. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

67. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

68. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

69. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

70. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

72. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

FINDINGS

Entitlement Findings

The proposed project, two buildings located at the intersection of Highland Avenue and Selma Avenue and McCadden Place and Selma Avenue, will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses and 134 residential units. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses and 114 residential units. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height).

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

1. **Variance Findings for Reduced Parking.** Pursuant to Section 12.27 of the LAMC a Variance from Section 12.21 A.4 of the LAMC to permit 538 parking spaces in lieu of the required 584 parking spaces.

    a. *The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.*

    The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

    The LAMC sets forth certain requirements for general parking requirements for multifamily residential dwelling units. These general requirements, however, do

not account for the specific design, existing parking covenants, and the location of the project. Therefore, the strict application of LAMC required parking requirements will result in practical difficulties and unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Several parcels on the site include surface parking lots, subject to off-street parking covenants that require the set aside of 189 parking spaces. The project proposes to include all required parking covenants within subterranean, structured parking as part of the development of Buildings A and B. The two subterranean parking structures provide a total of 538 parking spaces. The fact that these surface parking lots are encumbered with these parking covenants creates a hardship for the development of the new project.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard. The project takes advantage of the location by offering a mixed-use project with 248 residential units and ground floor commercial uses. These location and project features reduce the need for code required parking. Granting the parking variance meets the general intent and purpose of the LAMC parking requirements, and will concurrently eliminate unnecessary hardships and practical difficulties that are not shared by similar properties in the project vicinity.

b. *There are special circumstances applicable to the subject property such as size, shape, topography, location, or surrounding that do not apply generally to other property in the same zone or vicinity.*

The project seeks a parking variance to permit 538 parking spaces in lieu of the required 584 parking spaces. This is a reduction of 46 spaces from the total required amount. In Building A, the project proposes 179 residential parking spaces where 203 parking spaces are required. In Building B the applicant proposes 139 residential parking spaces where 166 spaces are required. This required number of 584 parking spaces also includes 189 parking spaces that are required pursuant to off-street parking covenants.

There are special circumstances that do not apply to other property in the same zone and vicinity that necessitate permission to provide onsite parking that is reduced from the LAMC parking requirements. The site's parking is constrained by existing parking covenants and agreements that continue to apply once the existing surface parking lots are redeveloped into the proposed mixed-use buildings. The project will satisfy those parking covenants within the structured, subterranean parking garages as part of the new buildings.

The location and site of the project is also unique. The site is located at the intersection of Highland Avenue and Selma Avenue. The site is comprised of two building sites: (1) the West Block located at the corner of Highland Avenue and Selma Avenue; (2) and the East Block, located immediately east of the Center Block and McCadden Place. The project will contain up to 285,898 square feet of occupiable building area, with a design that features modern architecture and commercial space to provide a range of retail goods and services along with residential dwelling units. The project's parking facilities are

interspersed between the residential and mixed-use components of the project. The location of these parking facilities strategically reduces overall parking demand because the residential units are close to the parking, commercial, and retail facilities on the site, which minimizes the need for additional parking.

As previously stated, the site is located nearby to major transit infrastructure. Accordingly, the location of the project near these numerous transit options reduces the need for on-site parking facilities. Thus, the number of parking facilities proposed for the project, the required parking covenants, and the project's transit-oriented location, are special circumstances that support the grant of this parking variance request.

c. *The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.*

The variance is necessary for the preservation and enjoyment of substantial property rights and uses not generally possessed by other properties in the same zone and vicinity, but which, because of special circumstances and practical difficulties or unnecessary hardships, are denied for the site. As noted above, the site is subject to several parking covenants that require off-street parking facilities for existing uses on the site. The project will continue to satisfy those requirements. By doing so, however, the site is burdened in ways that the surrounding properties are not.

One goal of the project is to transform the site from its existing use to a modern, mixed-use development that is consistent with the Hollywood Community Plan. The project will establish a level of design continuity and consistency for the entire development site. Granting the requested parking variance facilitates the development of a transit-oriented project on currently underutilized, surface parking lots, in an area targeted for redevelopment.

d. *The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

Granting the variance will not be detrimental to the public welfare or injurious to the property in the same vicinity. The project will improve existing site conditions and enhance the public welfare and surrounding neighborhood. It will create a mixed-use environment of new, contemporary buildings, while at the same time respecting adjacent historic structures.

The site will contain post-production entertainment uses, commercial uses, newly constructed housing, neighborhood-oriented retail on the ground floor, and parking facilities for all of these uses. The project proposes the construction of 134 residential units in Building A and 114 residential units in Building B, for a total of 248 units. Building A and B will also include ground floor retail uses totaling 12,785 square feet. An onsite subterranean parking structure with grade-level enclosed parking will be constructed for each building: Building A will contain 276 parking spaces and Building B will contain 262 parking spaces – the total amount of parking spaces provided is just 46 spaces shy of the 584 parking spaces required per the LAMC. This type of development will not be injurious or damaging to the site or other properties in the vicinity. While the grant of the

variance will not be materially detrimental to the public welfare or injurious to other properties, its denial could result in detrimental effects on the property in the vicinity because the existing surface parking lots will remain under-utilized parcels of land. The granting of this variance will contribute to the public welfare.

e. *The granting of the variance will not adversely affect any element of the General Plan.*

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place. The project will include a total of 538 parking spaces in a 1 ½ level subterranean parking structure, where 584 parking spaces are required, and has thus requested a parking variance.

The parking variance will not adversely affect any element of the General Plan or Hollywood Community Plan, part of the Land Use Element. As described above, in the findings for the Conditional Use Approval, the General Plan, the Framework Element, the Housing Element, and the Hollywood Community Plan encourages mixed-use projects with housing and pedestrian-oriented commercial uses along major transit corridors. As a result, this project adheres to the various policies of these documents through the redevelopment of existing, underutilized surface parking lots into a two new buildings adjacent to high-capacity transit.

The sites where the two new buildings will be located currently include surface parking as part of existing improvements. The project will include a variety of retail, commercial, and housing opportunities. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

The project has been designed and conditioned to enhance the pedestrian environment along Highland Avenue, Selma Avenue, and McCadden Place, especially relating to pedestrian orientation. This project, including its proposed parking facilities and adherence to existing parking covenants, further the enhancement of this site.

2. **Site Plan Review Findings.** The applicant is requesting a Site Plan Review for a project which results in an increase of 50 or more residential units.

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

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1. Both buildings will be constructed to a height of 6 stories (Building A will be 82' 6" in height and Building B will be 80' 6" in height). The 12,291 square feet of commercial tenant space in Building A would be located at the ground floor, with pedestrian access from Selma Avenue and Highland Avenue. The 494 square feet of commercial tenant space in Building B would be located at the ground floor, with pedestrian access from McCadden Place.

The project is located within the Hollywood Community Plan area. The current plan was adopted by the City Council on June 19, 2012. This particular case, CPC-2011-2157- ZC-HD-CU-ZV-SPR was filed in 2011, prior to the adoption date of the Hollywood Community Plan. When this case was filed, the site was subject to a "D" Limitation that limited the allowable Floor Area Ratio (FAR) on the site to 2:1. At the time, 22 parcels of land within the site were under common ownership, and the property owner wished to average the allowable Floor Area over the parcels so that some parcels could exceed the allowable FAR, while other parcels would have less than the allowable FAR. Therefore, the applicant initially requested a Zone Change to remove the "D" Limitation to increase the allowable FAR on the site to 2.42:1 and a Unified Development to average the FAR on the site.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

The proposed project is in compliance with the Framework Element, the Housing Element and the Land Use Element–Hollywood Community Plan. The site is not located within a Specific Plan. The project as conditioned is in conformance with the General Plan and Hollywood Community Plan.

i. Framework Element

The Citywide General Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project will be in conformance with several goals of the Framework as described below.

A. Land Use Chapter, Framework Element: Issue One: Distribution of Land Use of the Framework Element's Land Use Chapter (Chapter

Three) establishes general principles to encourage growth and increase land use intensity around transit nodes, to create a pedestrian oriented environment while promoting an enhanced urban experience and provide for places of employment.

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

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

The project will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses.

The project will provide commercial options at the ground floor and residential units above. As conditioned, the project will be designed in harmony with the existing neighborhood and minimize impacts on neighboring properties. The project will provide a high quality project that incorporates existing uses on the site, including required parking pursuant to recorded Covenant and Agreements. It will also provide new housing options for residents, and will incorporate measures to reduce impacts to air quality, geology, hazardous materials, noise, and public services for the surrounding community. The location is just one block away from a major transit hub, at Hollywood and Highland. The character of the area includes other mixed-use projects, commercial and retail uses, and high density residential. The project's recommended density and height will be compatible with existing development and will not create negative impacts to the adjacent commercial or residential areas.

B. Economic Development Chapter, Framework Element
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Objective 7.3: Maintain and enhance the existing businesses in the city.
Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.

The above objectives seek to concentrate commercial development in existing commercial corridors and in areas that are able to support such development which are in close proximity to rail and bus transit stations. It also encourages the development of general commercial uses, which support community needs. The project will include the construction of two

mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. The project will provide commercial options at the ground floor and residential units above that will serve the existing community in a location that currently contains several underutilized surface parking areas and underperforming buildings.

ii. Housing Element

Policy 2.1.3: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours.
Policy 2.1.4: Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project will include the construction of two new mixed-use buildings that will provide commercial options at the ground floor and residential units above. This project will activate the community by generating pedestrian activity during and after normal commercial business hours. The development will replace currently under-utilized surface parking areas and commercial buildings with two well-designed buildings that provide a unique design. Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.
Policy 2.3.1: Encourage and plan for high-intensity residential and commercial development in centers, districts, and along transit corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.
Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project location is well served by a large variety of transit options. The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the

Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

iii. Transportation Element

Objective 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.
Objective 5.10: Require off-street dock and/or loading facilities for all new non-residential buildings and for existing non-residential buildings undergoing extensive renovations and/or expansion, whenever practicable.

The project will include the construction of two new mixed-use buildings with commercial and residential uses. The project will provide commercial options at the ground floor and residential units above. The project location is well served by a large variety of transit options. It is also located across the street from Hollywood High School; the neighborhood has a significant amount of pedestrian activity. To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for functional uses for pedestrians, bicycles, vehicles, loading/unloading, and trash/recycling removal. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

iv. Land Use Element – Hollywood Community Plan
The project is located within the Hollywood Community Plan area. The current plan, which was adopted by the City Council on June 19, 2012, includes the following relevant land use objectives, policies and programs:

Policy LU.2.12: Incentivize jobs and housing growth around transit nodes and along transit corridors.
Policy LU.2.10: Use planning tools to encourage a balance of jobs and housing growth in the Regional Center. Limit stand-alone residential development in Floor Area Ratio (FAR) incentive Areas (map 25).
Policy LU.2.11: Support provision of minimum Floor Area Ratios in mixed-use incentive Areas consistent with map 25.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail

uses, 134 residential units and 276 parking spaces with a total FAR of 3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1.

The site is located along a major transit corridor, Highland Avenue, and is a block from the intersection of Hollywood Boulevard and Highland Avenue. This area is served by local and regional bus lines operated by the Los Angeles County MTA and the Los Angeles DOT, including the MTA Metro Rapid 780 and Metro buses. Additionally, the project is only one block from the Metro Red Line Station at the intersection of Highland Avenue and Hollywood Boulevard.

The sites where the two new buildings will be located currently include surface parking. The project will include a variety of retail and commercial uses and housing opportunities in new buildings. This project will achieve these Hollywood Community Plan policies relating to the development of new housing and job opportunities near a major transit hub.

Policy LU.3.21: Encourage building designs which create interesting, attractive walking environments on streets with high pedestrian activity.
Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the urban Design Chapter, Chapter 7.
Policy LU.3.24: Promote pedestrian-friendly land uses along streets with high pedestrian activity.
Policy LU.3.6: Discourage the siting of parking lots next to sidewalks which carry high volumes of pedestrian traffic.
Policy LU.3.5: Discourage curb-cuts next to sidewalks on streets with a high level of pedestrian traffic, when alternative access exists.
Policy LU.2.14: Encourage projects which utilize Floor Area Ratio (FAR) incentives to incorporate uses and amenities which make it easier for residents to use alternative modes of transportation and minimize automobile trips.

The proposed project, at the intersection of Highland Avenue and Selma Avenue will include the construction of two mixed-use commercial and residential buildings ("Building A and Building B") that will include 248 residential units and 12,785 square feet of retail uses. Building A will consist of a total of 138,947 square feet - 12,291 square feet of retail uses, 134 residential units and 276 parking spaces with a total FAR of

3.6:1. Building B will consist of a total of 110,775 square feet - 494 square feet of retail uses, 114 residential units, and 262 parking spaces with a total FAR of 2.99:1.

Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of this high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avneue and McCadden Avenue do not include retail frontages, the ground floor of these buildings is designed to incorporate glass storefronts behind which are located the lobby, a small retail space, and residential amenities.

The current Hollywood Community Plan, during the course of the update, amended the "D" Limitation, thereby increasing the FAR on the site from the previous limitation of 2:1 FAR. The Plan identifies the project location as a Mixed-Use Incentive Area, where the minimum 3:1 FAR is encouraged and where a maximum of 6:1 FAR may be considered with City Planning Commission Approval. Provided the project is approved by the City Planning Commission or the City Council on appeal and conforms with the Hollywood Community Plan policies, a 6:1 FAR may be considered. Building A, as proposed, would be constructed to a 3.6:1 FAR, requiring City Planning Commission Approval, while Building B provides a 2.99:1 FAR, which is just below the maximum of 3:1. Both Building A and B incorporate ground level retail amenities which will serve the nearby community, making it easier for residents to use alternative modes of transportation and minimize automobile trips.

The new buildings are designed to reduce the impact of new curb cuts and parking lots on pedestrian circulation. The project will eliminate the one existing curb cut on Highland Avenue, and does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Building A, while originally designed to be constructed over the existing alley, has instead been redesigned so as to leave the alley available for pedestrian, bicycle, and vehicular access. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

All new parking will be located in subterranean parking structures, with some at-grade parking that is within the new buildings. As conditioned, the ground floors of both Buildings A and B will be enhanced with pedestrian-friendly architectural treatments such as transparent glass, and no at-grade parking will be visible from outside the building, thus achieving the policies in the Hollywood Community Plan.

Policy LU.1.23: Protect existing alleys from gating or closure. Maintain alleys to provide commercial uses with opportunities for off-street loading

and unloading and provide pedestrians, bicyclists and motorists with alternative routes of travel.
Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.
Policy LU.1.25: Maintain alleys which are located between commercial use and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.
Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.
Policy LU.2.8: Support design standards that utilize existing alleys to reinforce pedestrian character, walkability and bikeability in multifamily residential neighborhoods (map 28). Encourage use of rear alleys for access to parking areas.
Policy LU.3.23: Encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, greenspace or a public focal point. Discourage "superblocks".
Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.
Policy LU.4.5: Improve available rights-of-way throughout the Plan Area with landscaping, benches, and walkways and bikeways for low-intensity recreational uses.

Alleys are an important piece of Hollywood's infrastructure, especially as they relate to bicycle, pedestrian and vehicular circulation. Alleys can also be enhanced with landscaping and special design features that assist in place-making and can provide a distinctive design feature to new development. Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

To that end, the project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage.

By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features that will enhance the architectural connections of the building.

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

Policy LU.2.9: Infill development throughout the Hollywood Community Plan area should conform with the general urban design standards contained in Chapter 7.
Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses as illustrated in the Urban Design Chapter, Chapter 7

The project is consistent with many of the Urban Design Guidelines for individual projects in the Hollywood Community Plan. These guidelines are intended to ensure that new projects are compatible with existing and future development on neighboring properties and this project meets many of the policies, as follows:

- *Mixed-use buildings should have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. The residential component of a mixed-used building should have a ground floor pedestrian entrance to the commercial street. A pedestrian entrance to the commercial component should be directly accessible from a public street, and open during the posted normal business hours.*

  As designed, the residential entrances for Buildings A and B area accessible via lobbies which have direct access to the respective commercial streets. The retail spaces within both buildings have pedestrian entrances directly accessible from the nearest public street.

- *Buildings should be oriented to provide breaks for pedestrian throughways where appropriate. Ideally, clear lines of sight from the front to the rear of the parcel should be placed every 200 linear feet of building frontage.*

  As discussed above, Building A was originally proposed to be constructed over an existing alley, and as part of this original design requested an alley vacation. As a result of comments received from the Planning Department's Professional Volunteer Program, as well as a review of the Hollywood Community Plan policies regarding alley vacations, the applicant redesigned their project so as to eliminate the proposed alley vacation. The building does still extend across the alley, but it does so with a bridge feature that begins at the third level and this bridge does not cover the entire length of the alley.

  By redesigning this part of the project, Building A is able to maintain the existing alley for pedestrian, bicycle, and vehicular circulation. It has also resulted in a design which breaks up the floor plate of the building, eliminating the "superblock" feel of the original design and providing for enhanced pedestrian connections. The applicant is encouraged to enhance the alley with landscaping, special paving, or other features.

- *The terracing of the building, as appropriate to transition from a) higher intensity uses to lower intensity uses and b) higher to lower building heights, is encouraged.*

  At the public hearing, the owner of the building at 6753 Selma Avenue expressed concerns regarding the portion of Building A that will abut 6753 Selma Avenue. Because the ground floor of Building A is proposed to be approximately 20 feet in height (for retail uses), the owners of 6753 Selma Avenue feel this wall will block light into their building. As designed and conditioned, however, the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley.

- *To break massing, utilize multiple planes, stepbacks, and architectural treatments such as recessed windows, columns, moldings, and projections.*

- *Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.*

  As designed and conditioned the Building A project includes an 18 foot stepback at the second level to accommodate required open space. This 18 foot stepback helps to break up the massing of the building. In addition, the massing of Building A is broken up by the existing alley. A variety of quality materials and a top-level floating clerstory, provide additional architectural features. Building B similarly includes stepbacks, massing and architectural treatments to break up the massing of that building.

- *Required parking and loading areas should be located away from the primary street, so as to maintain the street wall for pedestrians. Alley-loading areas are encouraged.*

  The project does not propose any new curb cuts on Highland Avenue, instead taking a majority of site access for Building A from the existing alley that runs parallel to Highland Avenue. Only one new curb cut is proposed for Building A on Selma Avenue. By taking advantage of the existing alleyway for vehicular and loading access, the project reduces negative project impacts on Highland Avenue, Hawthorn Avenue, and Selma Avenue, creating a pedestrian friendly street frontage. Building B will eliminate three existing curb cuts on McCadden Place, improving pedestrian safety and circulation.

- *Ground floor façades should enhance the experience of pedestrians, bicyclists, and public transit riders through utilization of transparent elements, details, and landscaped features.*

- *The front façades of buildings should emphasize large quantities of transparent elements to provide an interesting storefront. These include windows, doors, and shutters.*

Approximately 12,291 square feet of retail commercial uses are proposed along Highland Avenue, taking advantage of the high pedestrian activity along this major transit corridor across the street from the Hollywood High School. The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility of the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avenue and McCadden Avenue do not include retail frontages, the ground floors of these buildings are designed to incorporate glass storefronts behind which are located the retail lobby, a small retail space, and residential amenities.

- *Landscaping should soften the visual impact of a development by screening equipment, providing shaded areas, and creating natural fences and neighborhood character. The use of clinging vines, pergolas, trellises, shrubs, hedges, and water features is strongly encouraged.*

  Per the conditions of approval, Buildings A and B will include LAMC minimum required open space and landscaping. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas. Additionally, a landscape buffer will be provided adjacent to the building at 6753 Selma Avenue in order to further minimize impacts of the new building.

- *Utility equipment, disposal areas, maintenance doors, and storage areas shall be screened from public right of way.*

  As conditioned, an alternative location for the DWP required transformer will be explored, as the transformer may be permitted to be located within the building, rather than in the current proposed location. If relocated, the interior location of this required utility equipment will enhance the design of the project.

- *The use of highly reflective or deeply tinted glass is discouraged.*

  The ground floor storefronts along Highland Avenue are designed with a large amount of transparent glass in order to allow visibility for the commercial uses. As conditioned, the ground floor facades along McCadden Place and Selma Avenue will also include transparent glass. Although the majority of Selma Avenue and McCadden Place do not include retail frontages, the ground floor of these buildings is designed to incorporate glass storefronts behind which are located the lobby, a small retail space, and residential amenities.

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

The project is designed and conditioned to provide a pedestrian-friendly experience along Highland Avenue, Selma Avenue, and McCadden Place as well as provide for open space amenities for residents. The project incorporates a total of approximately 26,863 square feet of new open space which will provide common and private open space, slightly more than the 26,375 square feet that the LAMC code requires. This open space is provided in a variety of ways including courtyards, recreation rooms, swimming pools, and active and passive areas.

CEQA Findings

A Mitigated Negative Declaration (ENV-2011-2158-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

PUBLIC HEARING AND COMMUNICATIONS

The first Public Hearing on this matter, for the original entitlement request and project description, was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1020, Los Angeles, CA 90012 on Monday, March 11, 2013 at 10 a.m. As a result of the updated Hollywood Community Plan, new project description, and revised entitlement requests, a new public hearing is required.

Summary of Public Hearing

1. The applicant and applicant's representative spoke at the hearing and made the following statements:

   - The applicant walked through the allowed zoning, the requested entitlements, the parking Covenant and Agreements, and the project design.
   - Because of perceived uncertainty regarding the Hollywood Community Plan, the applicant continues to request the Zone/Height District change.
   - The owner has sold the Panavision and Musician's Institute building.
   - Applicant will ensure that adjacent residential buildings, including that at 6753 Selma Avenue, will not be negatively impacted during construction.
   - Eliminating the curb cut on Highland, taking all access from the alley for the Highland Avenue building.
   - Will utilize the alley for construction vehicles.
   - Building A is designed to be sensitive to the building at 6753 Selma Avenue, including landscaped buffers.

2. The owners of the property at 6753 Selma Avenue spoke at the public hearing and also submitted written correspondence.

   - The parking in this area is difficult, and it will get worse of the project is built. Rental households typically have two cars, sometimes more. There is very little street parking available in this location, and the project needs more parking.
   - Worried about spillover into the neighborhood.
   - Concerned that the proposed loading for the new buildings is not sufficient.
   - The Building A setback, adjacent to 6753 Selma Avenue, is not sufficient. The building will present a wall up to 21 feet in height, which will block light and air into subject building. It will also create a shade/shadow impact. For approximately 40 feet along the property line, the distance between the building on 6753 Selma Avenue and Building A will be less than three feet, with windows facing the project wall. The applicant stated

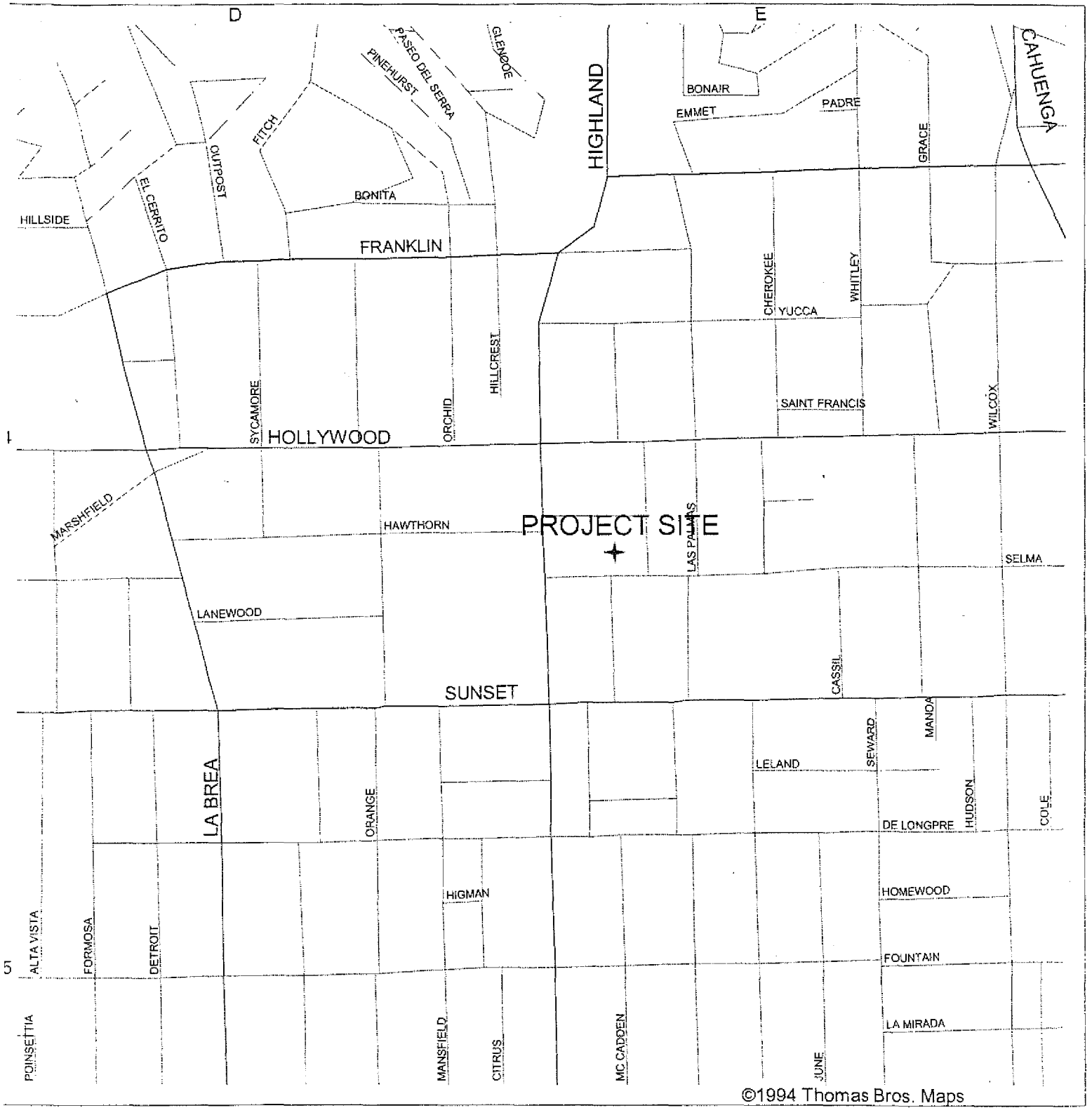
that their building had been reviewed with the Fire Department and the design was acceptable, but as owners of the building we have concerns regarding fire impacts.

- The construction for Building A, including truck access, noise, and vibrations, will disturb the operations taking place in 6753 Selma Avenue which include film transfer and computer storage. The construction will also hamper ingress/egress into 6753 Selma Avenue. These impacts will force us to move our business to another location. If this building was converted back to residential, because of the height of the wall proposed as part of Building A, the building at 6753 Selma Avenue will be cast in darkness and will make it difficult to rent units, negatively impacting the building.

- There are current issues with the power/telephone lines and this project will compound this.

- The Building A height is too tall, especially right next to 6753 Selma Avenue.

3. A total of three letters in support of the proposal were received.



VICINITY MAP

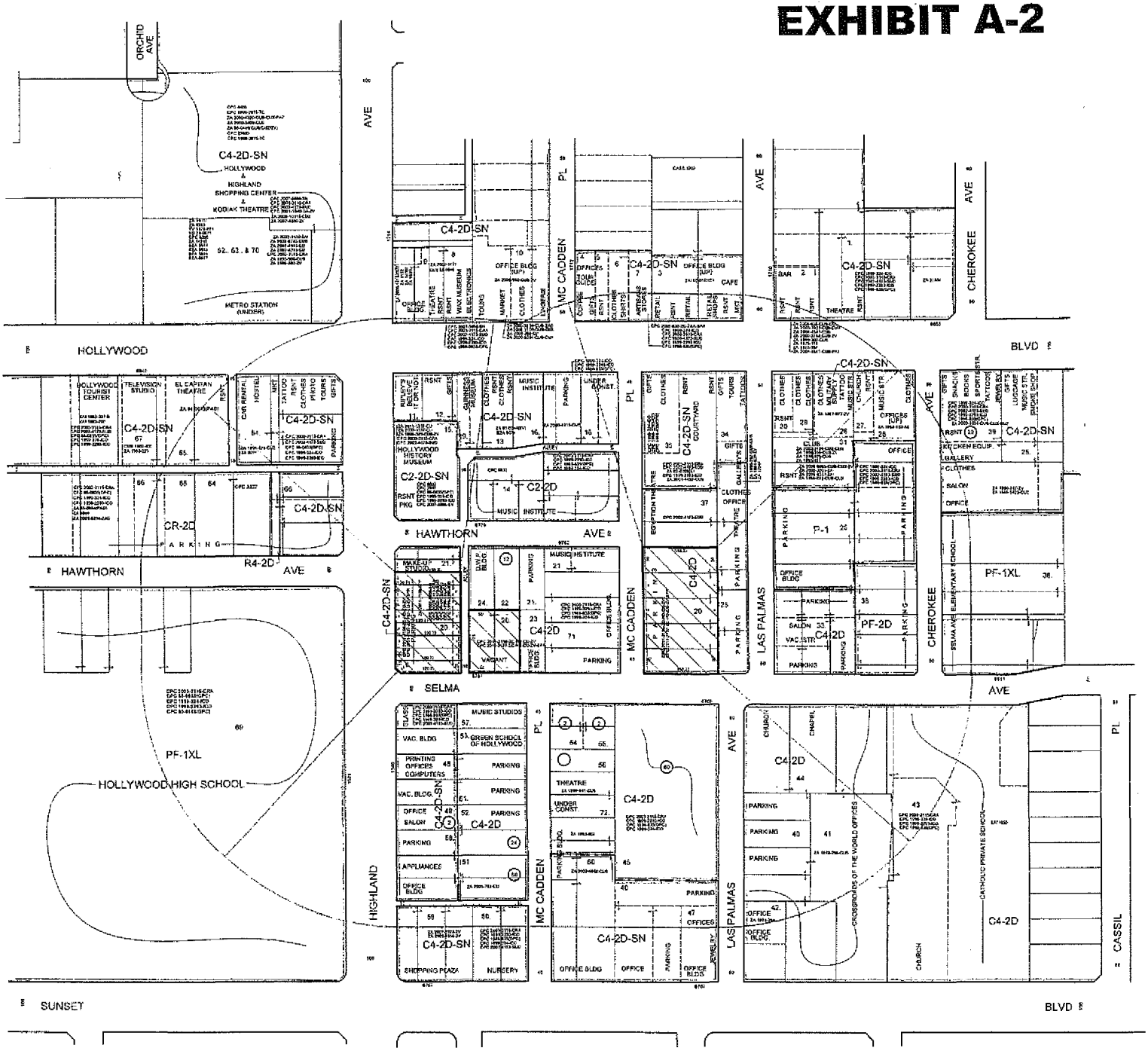
SITE : 1600-1618 1/2 N. HIGHLAND AVE, 6709 W. SELMA AVE, 6757-6777 W. SELMA AVE, 1600-1622 N. McCADDEN PL

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

EXHIBIT A-1

EXHIBIT A-2



C.D. 13
C.T. 1907.00
P.A. HOLLYWOOD

LEGAL: LOTS 16-23, 28, & 29, G.F. STEVENSON TRACT NO. 2, M.B. 5-129, AND LOTS 4-8, G.F. STEVENSON TRACT, M.B. 5-122.

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1060 (626) 441-8850
gcmapping@radiusmaps.com

PARKING VARIANCE
SITE PLAN REVIEW

1.73 NET AC.

CASE NO.
DATE: 04-16-2013
SCALE: 1" = 100'
USES FIELD
D.M. 148.5 A 185, 147 A 185, 147 B 181
T.B. PAGE: 593 GRID: E-4



THE HIGHLAND SELMA VENTURE

1600-1616 N HIGHLAND AVE, 6758-6779 SELMA AVE
LOS ANGELES, CA 90028

PROJECT TEAM

OWNER:
HIGHLAND SELMA VENTURE, LLC
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LOS ANGELES, CA 90025

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323.466.4707
TOM LUCKETT

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G060 SITE PHOTOS
G100 SITE PLAN

L100 SITE PLAN

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A020 GROSS AND OPEN SPACE AREA CALCULATIONS
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LEGAL DESCRIPTION

BUILDING A:
PARCEL 2 (APN 5547-013-009)
LOTS 16, 17, 18 AND 19 OF THE G. F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 179 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY
PARCEL C (APNS 5547-013-015 AND 5547-013-016)
LOTS 28 AND 29 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 179 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL E (APN 5547-013-018)
LOTS 22 AND 23 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 179 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL F (APN 5547-013-019)
LOTS 20 AND 21 IN G.F. STEVENSON'S TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 179 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BUILDING B:
PARCEL D (APNS 5547-014-035 THROUGH 5547-014-039)
LOTS 4 THROUGH 8 INCLUSIVE OF THE G.F. STEVENSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

BUILDING CODES USED

2019 CALIFORNIA BUILDING CODE (CBC), PART 2, TITLE 24 C.C.R. AND AMENDMENTS

2019 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R. AND AMENDMENTS

2019 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24, C.C.R. AND AMENDMENTS

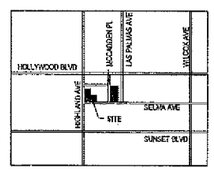
2019 CALIFORNIA PLUMBING CODE (CPC), PART 5 TITLE 24, C.C.R. AND AMENDMENTS

2019 CALIFORNIA FIRE CODE (CFC), PART 9 TITLE 24, C.C.R. AND AMENDMENTS

2019 CALIFORNIA REFERENCED STANDARDS CODE, PART 12, TITLE 24 C.C.R.

2019 CALIFORNIA ENERGY CODE, TITLE 24, PART 6

VICINITY MAP



SCALE: NTS

ARCHITECTURAL ABBREVIATIONS

@	AT	FLR	FLOOR	P	PROPERTY LINE
Ø	DIAMETER	FMC	FLOOR MATERIAL CHANGE	PIP	PROTECT IN PLACE
		FOC	FACE OF CONCRETE	PLAM	PLASTIC LAMINATE
AB	ANCHOR BOLT	FOF	FACE OF FINISH	PT	PAINT
AC	AIR CONDITIONING	FOM	FACE OF MASONRY	PTD	PAINTED
ACT	ACOUSTIC CEILING TILE	FOS	FACE OF STUD		
ADA	AMERICANS WITH DISABILITIES ACT	FR	FIRE RESISTIVE	QTY	QUANTITY
		FS	FINISH SURFACE		
ADJ	ADJACENT			R	RADIUS or RISER
AFF	ABOVE FINISH FLOOR	GA	GAGE	RCP	REFLECTED CEILING PLAN
ALT	ALTERNATE	GALV	GALVANIZED	RD	ROOF DRAIN
ALUM	ALUMINUM	GB	GRAB BAR	REF	REFRIGERATOR
APPROX	APPROXIMATELY	GC	GENERAL CONTRACTOR	REQ'D	REQUIRED
ARCH	ARCHITECT	GYP BD	GYPSUM BOARD	REV	REVISION or REVISED
				RM	ROOM
BD	BOARD	HB	HOSE BIBB	ROW	RIGHT OF WAY
BF	BRACE FRAME	HC	HOLLOW CORE	RRM	RESTROOM
BLK	BLOCK	HCW	HOLLOW CORE WOOD		
BM	BEAM	HDR	HEADER	SC	SOLID CORE
BTWN	BETWEEN	HM	HOLLOW METAL	SCW	SOLID CORE WOOD
		HR	HANDRAIL	SF	SQUARE FEET
CAB	CABINET	HT	HEIGHT	SHT	SHEET
℄	CENTER LINE			SHTG	SHEATHING
CL	CLOSET	INS	INSULATION	SIM	SIMILAR
CLG	CEILING	INT	INTERIOR	SL	SLOPE
CLR	CLEAR			SS STL	STAINLESS STEEL
CMU	CONCRETE MASONRY UNIT	JST	JOIST	STL	STEEL
COL	COLUMN			STRUCT	STRUCTURAL
CONC	CONCRETE	LAM	LAMINATE		
CONT	CONTINUOUS	LAV	LAVATORY	T	TREAD
CONTR	CONTRACTOR	LIN	LINOLEUM	TBD	TO BE DETERMINED
CPT	CARPET			TH	THRESHOLD
CRS	COURSE	MAR	MARBLUM	THK	THICK
CT	CERAMIC TILE	MECH	MECHANICAL	TJ	TRUSS JOIST
		MFR	MANUFACTURER	TO	TOP OF
(D)	DEMOLISH	MIN	MINIMUM	TOC	TOP OF CONCRETE
DAS	DISABLED ACCESS	MISC	MISCELLANEOUS	TOP	TOP OF PLATE
DBL	DOUBLE	MO	MASONRY OPENING	TOS	TOP OF SLAB
DIA	DIAMETER	MTD	MOUNTED	TOSHTG	TOP OF SHEATHING
DIM	DIMENSION	MTL	METAL	TOW	TOP OF WALL
DN	DOWN			TYP	TYPICAL
DS	DOWNSPOUT	N	NOTE		
DWG	DRAWING	(N)	NEW	UNO	UNLESS NOTED OTHERWISE
		NIC	NOT IN CONTRACT		
(E)	EXISTING	NTS	NOT TO SCALE	VCT	VINYL COMPOSITION TILE
ELECT	ELECTRICAL			VERT	VERTICAL
ELEV	ELEVATOR	OC	ON CENTER	VIF	VERIFY IN FIELD
EOR	EDGE OF SLAB	OFCI	OWNER FURNISHED-CONTRACTOR INSTALLED	W	WITH
EQ	EQUAL	OFOI	OWNER FURNISHED-OWNER INSTALLED	WC	WATER CLOSET
EXT	EXTERIOR	OFWI	OWNER FURNISHED-VENDOR INSTALLED	WD	WOOD
				WH	WATER HEATER
FE	FIRE EXTINGUISHER	OH	OVERHEAD	WP	WATERPROOF
FF	FINISH FLOOR	OPNG	OPENING	WPT	WORK POINT
FIN	FINISH				
FJ	FLOOR JOIST				

ARCHITECTURAL SYMBOLS

DETAIL
BUILDING SECTION
WALL SECTION
INTERIOR ELEVATION
EXTERIOR ELEVATION
ELEVATION MARK

WINDOW MARK
DOOR MARK
WALL TYPE
WORK POINT
NOTE
ACCESSIBLE PATH OF TRAVEL
FENCE
EXIT SIGN

ALIGN FINISHES
SMOKE DETECTOR
FIRE EXTINGUISHER
AREA DRAIN
FLOOR DRAIN
FLOOR MATERIAL TRANSITION
SECURITY GRATE

GENERAL NOTES

1. THE WORK SHALL CONFORM TO THE APPLICABLE BUILDING CODE, AND ALL OTHER ORDINANCES, CODES, AND REGULATIONS LISTED IN THE SPECIFICATIONS OR ON THIS DRAWINGS, AND REQUIRED BY LOCAL BUILDING AUTHORITIES. THE GOVERNING CODES, RULES, AND REGULATIONS ARE COLLECTIVELY REFERRED TO AS "THE CODE". CONTRACTOR SHALL REPORT ANY INCONSISTENCIES, CONFLICTS OR OMISSIONS HE MAY DISCOVER TO THE ARCHITECT FOR INTERPRETATION PRIOR TO PERFORMING THE WORK.
2. CONSTRUCTION SHALL COMPLY WITH PERTINENT HEALTH AND SAFETY REGULATIONS FOR REQUIRED METHODS PROTECTING PUBLIC AND CONSTRUCTION WORKERS HEALTH AND SAFETY DURING THE CONSTRUCTION PERIOD.
3. BEFORE ORDERING ANY MATERIAL OR DOING ANY WORK, THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AT THE BUILDING SITE AND SHALL BE RESPONSIBLE FOR CORRECTNESS OF SAME.
4. DIMENSIONS SHALL BE AS INDICATED ON THE DRAWINGS, CLARIFICATIONS, IF REQUIRED, SHALL BE OBTAINED FROM THE ARCHITECT. THE DRAWING SHALL NOT BE SCALED.
5. ALL ITEMS MARKED N.I.C. ON THE SPECIFICATIONS AND DRAWINGS MEANS NOT IN CONTRACT
6. DO NOT MAKE ANY SUBSTITUTIONS WITHOUT PERMISSION OF THE ARCHITECT OR THE OWNER.
7. WORK INDICATED ON THE DRAWINGS OR IN THE SPECIFICATIONS AS N.I.C., OR BY SEPARATE CONTRACTORS, IS NOT PART OF THIS CONTRACT. CONTRACTOR SHALL COOPERATE FULLY WITH ALL SEPARATE CONTRACTORS EMPLOYED BY THE OWNER.
8. THE CLIENT, ARCHITECT, CONSULTANTS, AND ALL INSPECTORS FROM PERTINENT AGENCIES SHALL BE PERMITTED ACCESS TO THE JOB SITE AT ALL TIMES DURING NORMAL WORKING HOURS.
9. WINDOW AND DOOR DIMENSIONS FOR PREFABRICATED WINDOW AND DOOR UNITS HAVE BEEN ROUNDED TO THE NEAREST INCH ON THE DRAWINGS. SPECIFIC DIMENSIONS BY MANUFACTURERS MAY VARY FROM THE DRAWINGS
10. THE CONTRACTOR SHALL VERIFY LOCATION AND SIZE OF ALL FLOOR, ROOF, AND WALL OPENINGS WITH ALL APPLICABLE DRAWINGS
11. DETAILS ARE INTENDED TO SHOW THE INTENT OF THE DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT THE FIELD DIMENSIONS OR CONDITIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK OF THE CONTRACT.
12. ANY SUPPORT SERVICES PERFORMED BY THE ARCHITECT AND/OR ENGINEER DURING THE CONSTRUCTION SHALL BE DISTINGUISHED FROM CONTINUOUS AND DETAILED INSPECTION SERVICES WHICH IS FURNISHED BY OTHERS. THESE SUPPORT SERVICES PERFORMED BY THE ARCHITECT AND/OR ENGINEER, WHETHER PERFORMED PRIOR TO, DURING, OR AFTER COMPLETION OF CONSTRUCTION, ARE PERFORMED SOLELY FOR THE PURPOSE OF ASSISTING IN QUALITY CONTROL AND IN ACHIEVING GENERAL CONFORMANCE WITH CONTRACT DOCUMENTS, BUT DO NOT GUARANTEE CONTRACTOR'S PERFORMANCE AND SHALL NOT BE CONSTRUED AS SUPERVISION OF CONSTRUCTION
13. IN THE EVENT OF CONFLICTING REQUIREMENTS BETWEEN ITEMS ON THE DRAWINGS OR BETWEEN ITEMS IN THE SPECIFICATIONS, OR BETWEEN ITEMS ON THE DRAWINGS AND IN THE SPECIFICATIONS, THE MORE STRINGENT OR COSTLY SHALL GOVERN, UNLESS DIRECTED OTHERWISE BY THE ARCHITECT.

HIGHLAND SELMA VENTURE, LLC
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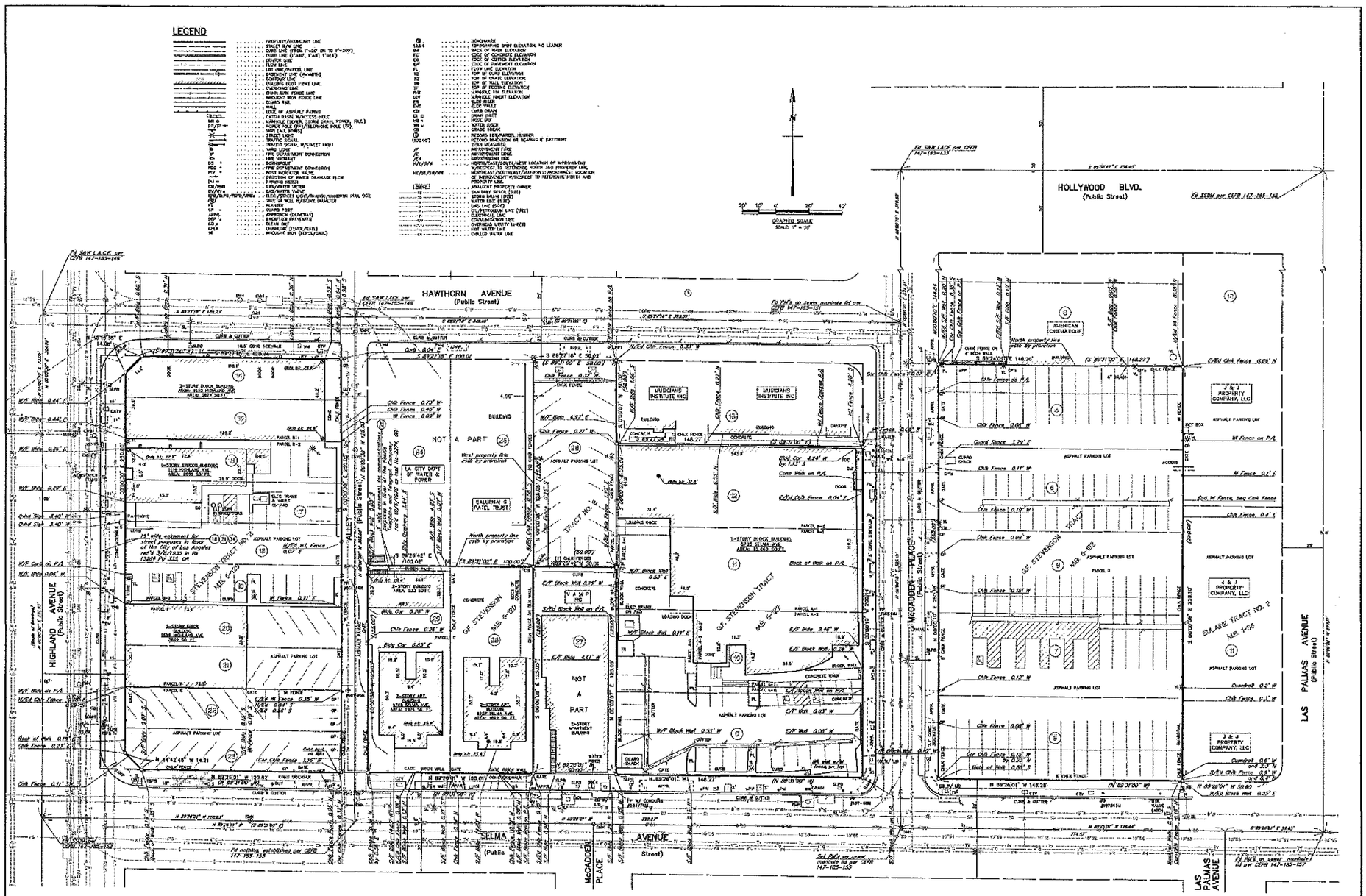
PLANNING SUBMITTAL

JOB	19019
DATE	04.18.20
DRAWN	AM
SCALE	1/16" = 1'-0"

COVER SHEET

G000

GENERAL SITE



THE HIGHLAND SELMA VENTURE

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1600
LOS ANGELES, CA 90025

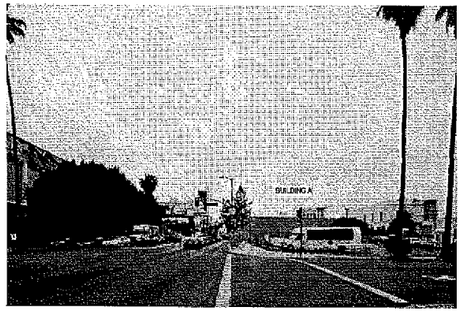
PLANNING SUBMITTAL

11010
34 18 15
AH
1" = 20'-0"

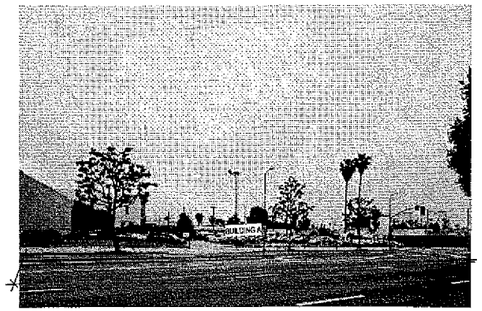
SURVEY

G080

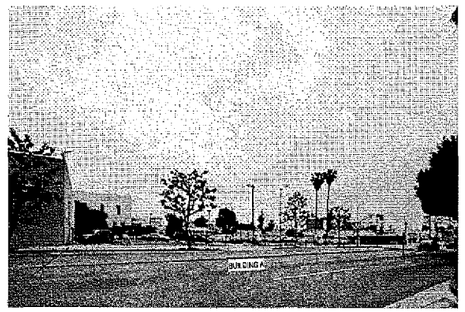
GENERAL SITE



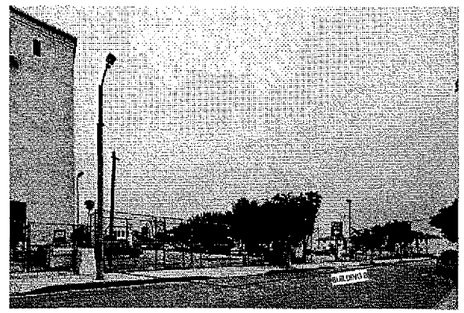
VIEW AT CORNER OF HIGHLAND AND SELMA (K)



VIEW LOOKING SE ALONG HIGHLAND (L)



VIEW LOOKING SE ALONG HIGHLAND (M)



VIEW LOOKING SOUTH ALONG MCCADDEN (A)



VIEW LOOKING EAST ALONG SELMA (J)

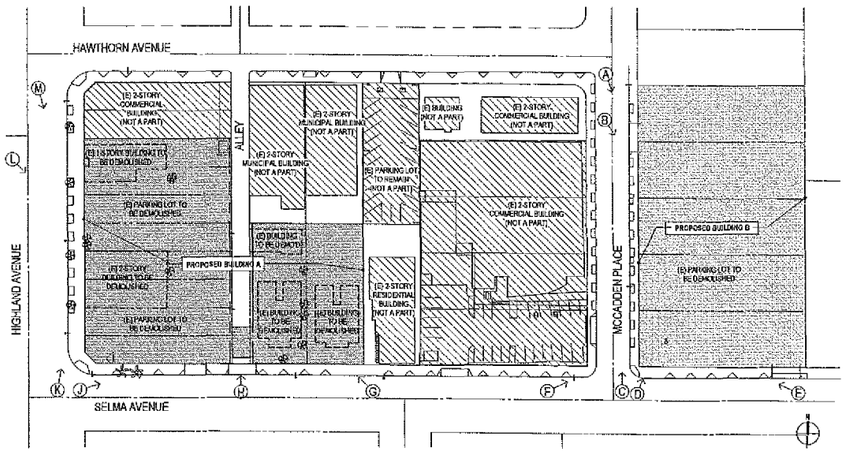
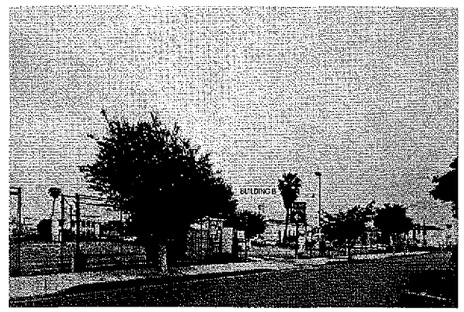
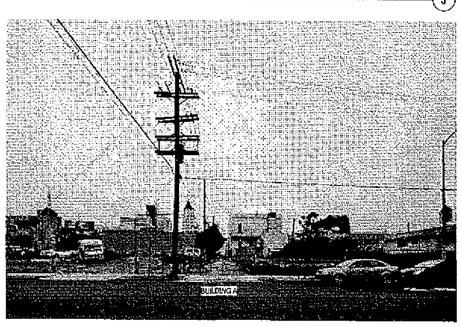


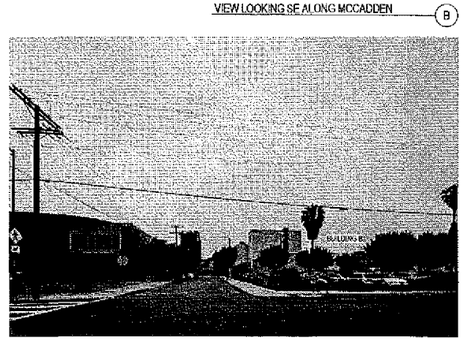
PHOTO INDEX PLAN
1" = 40'-0" (3)



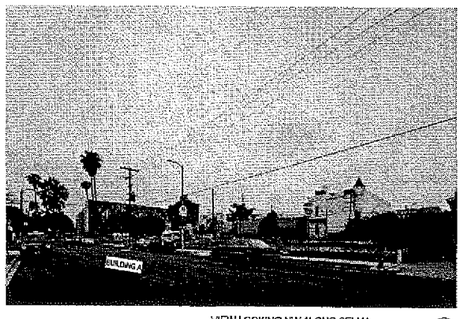
VIEW LOOKING SE ALONG MCCADDEN (B)



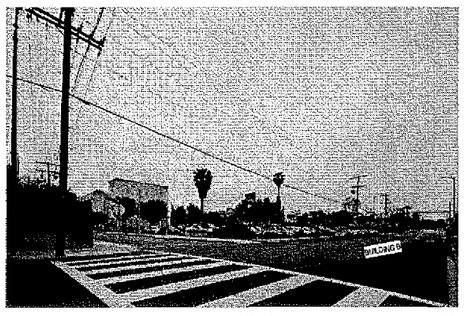
VIEW LOOKING NORTH ALONG SELMA (H)



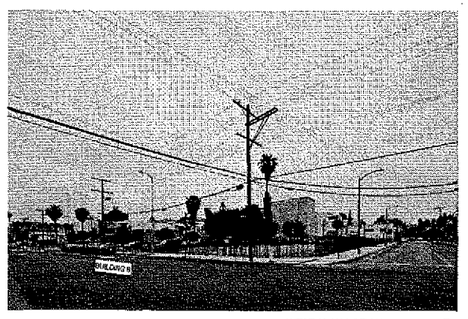
VIEW LOOKING NORTH ALONG MCCADDEN (C)



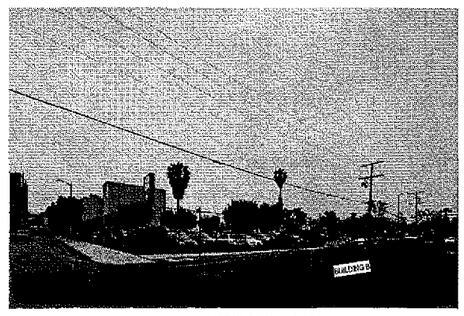
VIEW LOOKING NW ALONG SELMA (G)



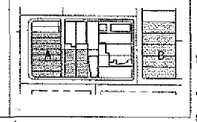
VIEW LOOKING NE ALONG SELMA (F)



VIEW LOOKING WEST ALONG SELMA (E)



VIEW LOOKING NE AT SELMA & MCCADDEN (D)

LEGEND	SITE KEY PLAN
EXISTING NEIGHBORING BUILDING (NOT A PART)	
INDICATES STRUCTURE TO BE DEMOLISHED	

THE HIGHLAND SELMA VENTURE

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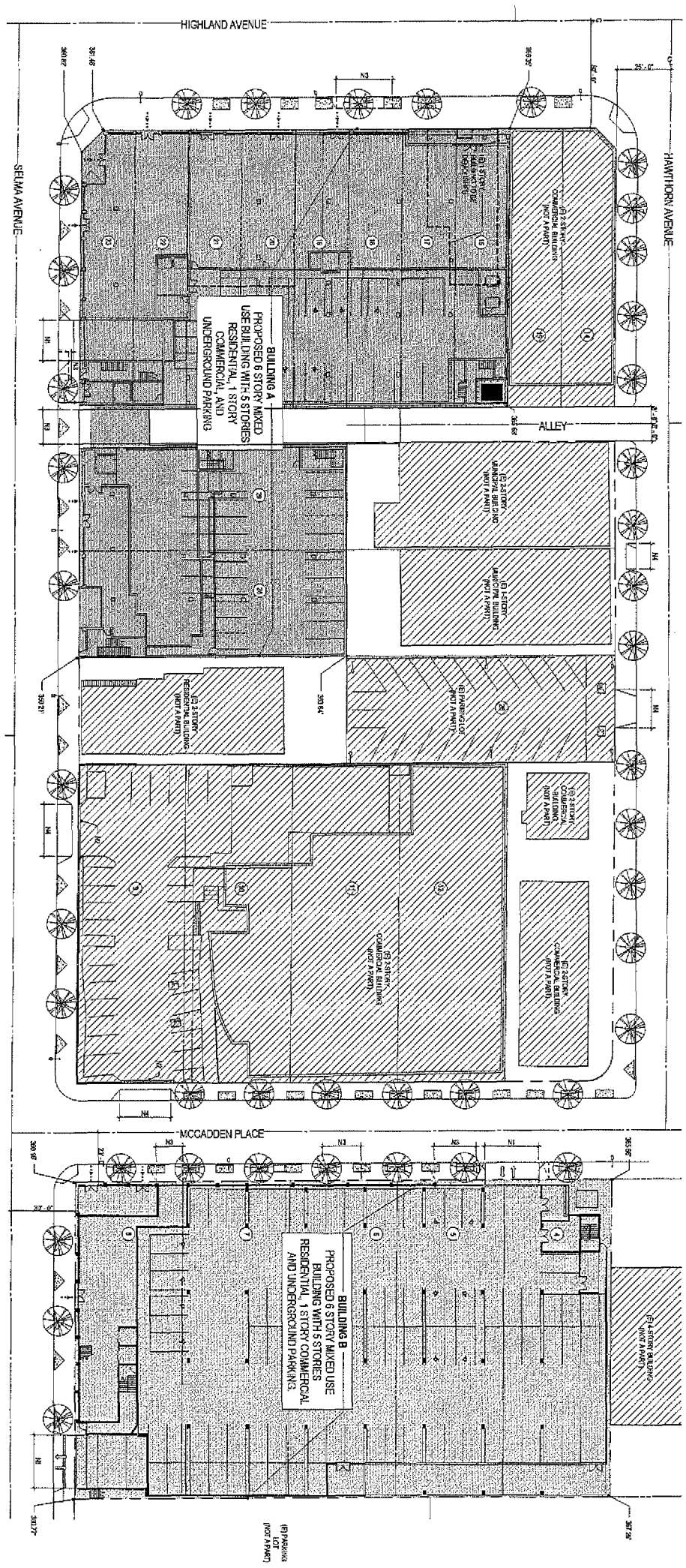
PLANNING SUBMITTAL

JOB NO.	11010
DATE	04.18.13
SCALE	AS NOTED
PRINTED	As indicated

SITE PHOTOS

G090

GENERAL SITE



NOTES

1. DRIVEWAY, 18'-0" MAX CLEAR.
2. NOT USED
3. (E) DRIVEWAY TO BE REMOVED AND REFILLED TO MATCH ADJACENT SIDEWALK
4. (E) SIDEWALK LOCATION TO REMAIN. REPAVE TO REFLECT LANDSCAPE DESIGN

SHEET NOTES

A. REMOVE ALL EXISTING BUILDING ELEMENTS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE CAP AND SEAL ALL CONNECTIONS TO THE STREET FACILITIES

B. REPLACE SIDEWALK, CURB, AND GUTTER TO MATCH ADJACENT SIDEWALK PER CITY REQUIREMENTS

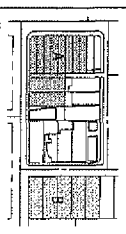
C. STREET LIGHTING SHALL OPERATE FROM DUSK TO DAWN.

D. SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION

LEGEND

- EXISTING NONBEARING BUILDING (NOT A PART)
- LANDSCAPING AREA
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURE TO BE DEMOLISHED
- (#) LOT NUMBER, SEE SURVEY
- STREET LIGHT

SITE KEY PLAN



SITE PLAN

G100
GENERAL SITE

1825 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
T 310.315.1556 F 310.315.1557
Killefer Flammang Architects

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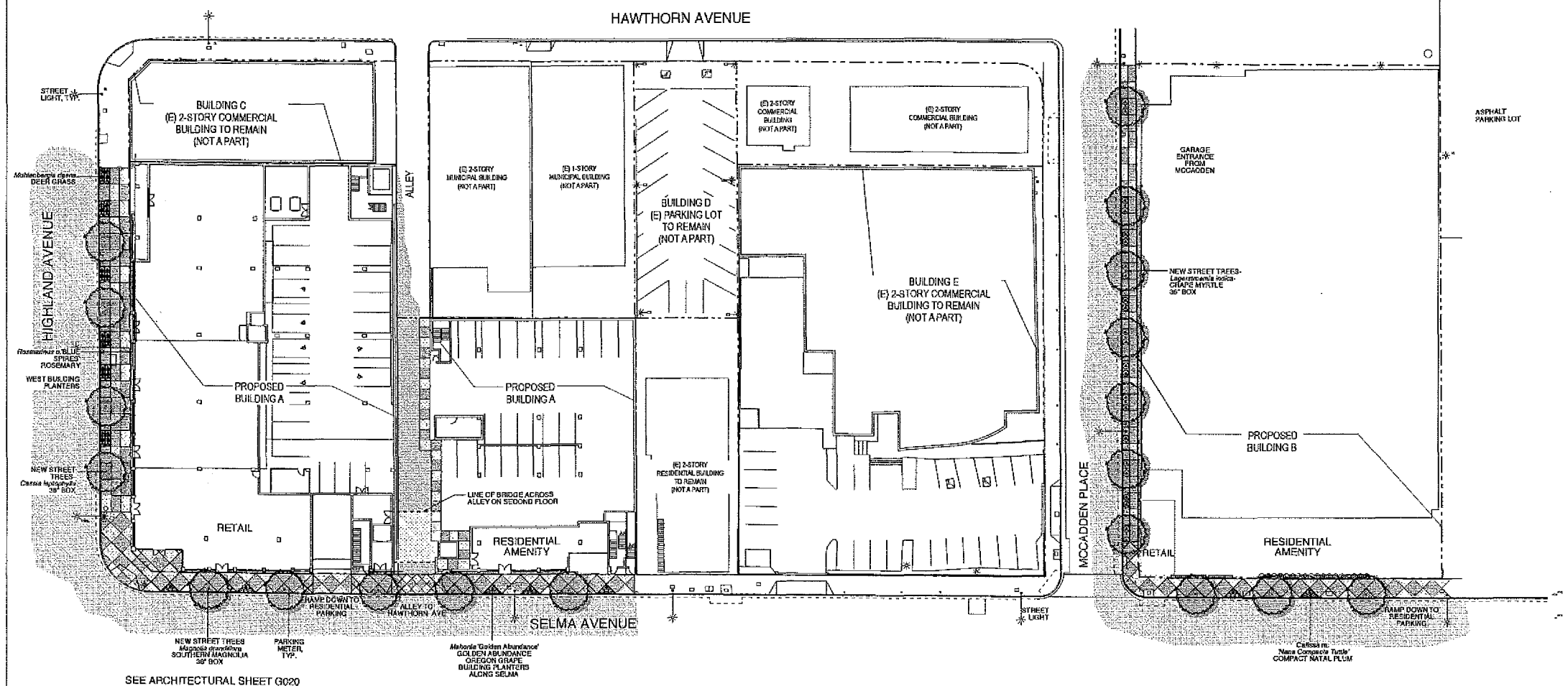
PLANNING SUBMITTAL

DATE	11/9/15
SCALE	1/16" = 1'-0"
DRAWN BY	AM
CHECKED BY	KFA Architects

HIGHLAND SELMA VENTURE, LLC
1800 N HIGHLAND AVE, SUITE 1650
LOS ANGELES, CA 90028

THE HIGHLAND SELMA VENTURE

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028



SEE ARCHITECTURAL SHEET G020
FOR OPEN SPACE PLANS.

EXISTING TREE REMOVALS

4 Magnolia grandiflora STREET TREES ON HIGHLAND AVENUE.
2 Washingtonia robusta STREET TREES ON SELMA AVENUE.
8 Magnolia grandiflora STREET TREES ON SELMA AVENUE
4 Lagerstroemia Indica STREET TREES ON MCCADDEN PLACE.
4 Olea europaea IN PROPOSED BUILDING B FOOTPRINT.
2 FICUS TREES IN PROPOSED BUILDING A FOOTPRINT.
1 AVOCADO TREE.

STREET FRONTAGE IMPROVEMENTS

HIGHLAND AVENUE, SELMA AVENUE AND MC CADDEN PLACE.

-DIAGONAL AND RECTANGULAR PATTERN INTEGRAL COLOR CONCRETE SIDEWALKS AND DRIVE APRONS, ALTERNATE PANELS TO BE CONTRASTING COLORS.

-RECTANGULAR AND TRIANGULAR PLANTERS AT BACK OF CURB TO BE PLANTED WITH FOOT TRAFFIC TOLERANT SHRUBS.

-*Cassia leptophylla* STREET TREES ALONG HIGHLAND AVENUE.

-*Lagerstroemia indica* TREES ALONG MCCADDEN PLACE.

-*Magnolia grandiflora* TREES ALONG SELMA AVENUE.

-RAISED STRIP PLANTERS AGAINST BUILDINGS ALONG HIGHLAND AVENUE, SELMA AVENUE AND THE EAST SIDE OF MCCADDEN WILL BE INSTALLED WHERE POSSIBLE.

LANDSCAPE NOTES

-PLANTINGS WILL BE SEASONALLY DIVERSE.

-PLANTING HAS BEEN CHOSEN FOR DURABILITY IN URBAN CONDITIONS AND PLACED WITHIN THE CONTEXT OF THE PROJECT TO ENHANCE THE SENSE OF SPACE, TO LINK PROJECT ELEMENTS AND TO DEFINE GATHERING AREAS.

-100 NEW TREES PROPOSED, INCLUDING STREET TREES, A RATIO OF APPROXIMATELY 1 TREE PER EVERY 2.5 NEW UNITS.

-STREET TREES ARE PLANTED IN CONTINUOUS, UNIFORMLY SPACED ROWS WITH VARIOUS SPECIES CHOSEN TO BE COMPATIBLE WITH THE BUILDING AND STREET SCALE AND RESPOND TO DIFFERENT MICROCLIMATES.

-PLANTING IS MAINTAINABLE AND LOCATED PER EXPOSURE HYDROZONES.

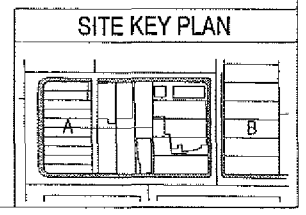
-EACH PLANTING AREA SHALL BE EQUIPPED WITH A HIGHLY EFFICIENT AUTOMATIC IRRIGATION SYSTEM AND PROPER DRAINAGE.

-THE IRRIGATION SYSTEM VALVES WILL BE ALLOCATED TO INCLUDE PLANTING AREAS WITH SIMILAR EXPOSURE AND WATER NEEDS FOR MAXIMUM WATER USE EFFICIENCY.

NORTH

SCALE: 1" = 20'-0"

SITE KEY PLAN



SHEET INDEX:

L100 General Site Plan
L110 Building A Courtyard Plan
L120 Building B Courtyard Plan

THE HIGHLAND AND SELMA VENTURE

LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1901 WILSHIRE BLVD.
SUITE 1050
LOS ANGELES, CA 90025

LAND IMAGES
LANDSCAPE ARCHITECTURE
901 N. LARCHMONT BLVD.
LOS ANGELES, CA 90004
tel (323) 466-4767
fax (323) 466-4767
www.landimages.net

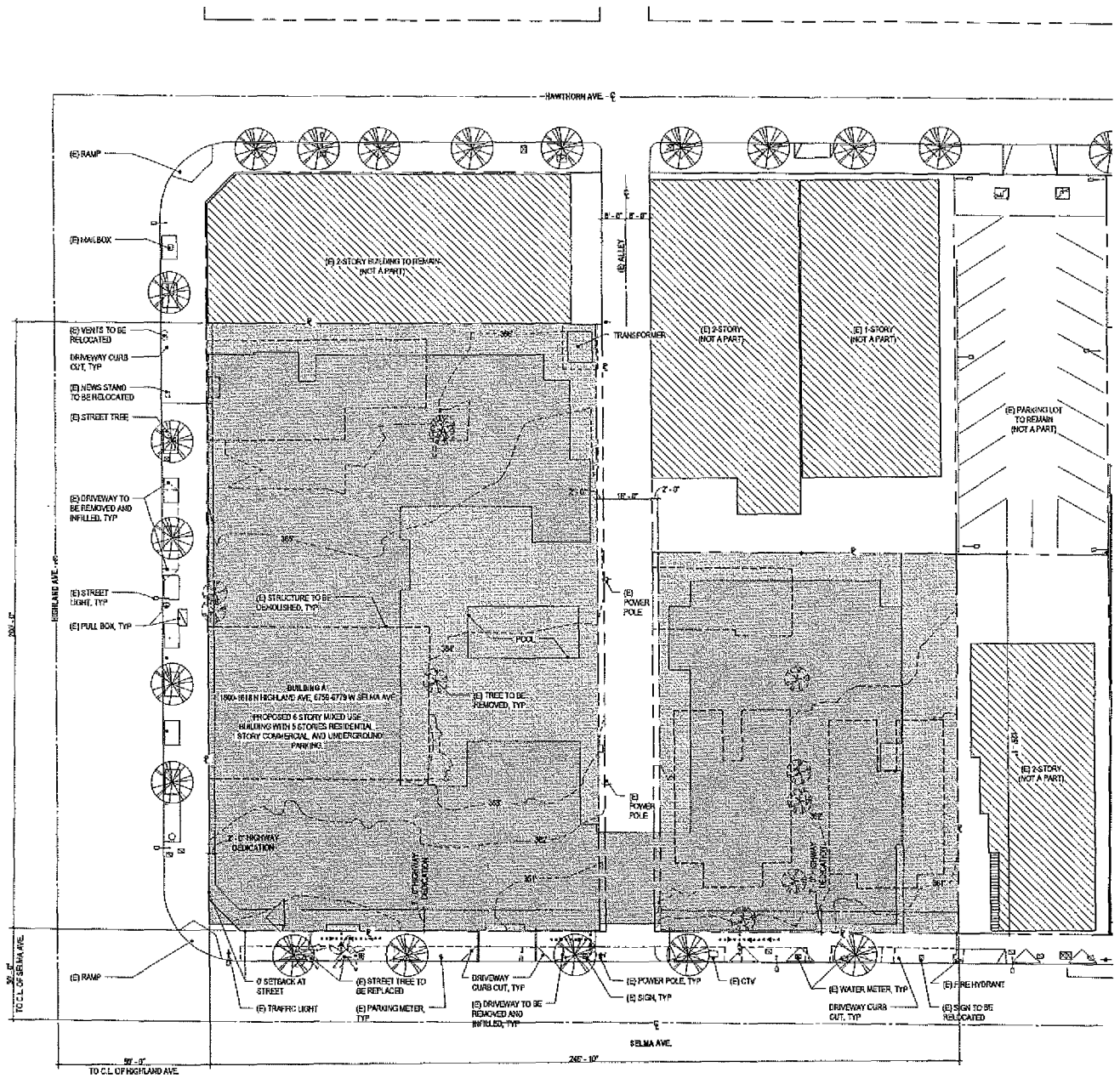
PLANNING SUBMITTAL

JOB NO.	11010
DATE	4.16.2013
DRAWN	SV
SCALE	1" = 20'-0"

SHEET TITLE: SITE PLAN

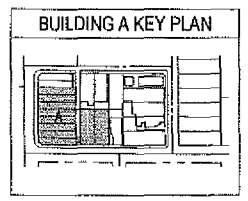
SHEET NUMBER: L100

GENERAL SITE



BUILDING A PLOT PLAN
1/16" = 1'-0"

BUILDING A KEY PLAN



BUILDING A GROSS BUILDING AREA

GROSS BUILDING AREA SCHEDULE	
LEVEL	AREA (SF)
LEVEL P3	15288
LEVEL P2	36997
LEVEL P1	36478
1ST FLOOR	34473
UPPER 1ST FLOOR	6848
2ND FLOOR	26373
3RD FLOOR	25992
4TH FLOOR	25396
5TH FLOOR	25972
6TH FLOOR	23876
Grand total	262424

BUILDING A FLOOR AREA RATIO

LOT AREA:
38,593 SF

MULTIPLIER:
3 : 1

ALLOWABLE FAR:
= LOT AREA X MULTIPLIER
= 38,593 SF X 3
= 115,779 SF

PROPOSED FAR:
138,947 SF / 38,593 SF = 3.60 : 1.0

FAR AREA SCHEDULE	
1ST FLOOR	
LOBBY	1693
RETAIL	12291
2ND FLOOR	
RESIDENTIAL	25499
3RD FLOOR	
RESIDENTIAL	25145
4TH FLOOR	
RESIDENTIAL	25449
5TH FLOOR	
RESIDENTIAL	25297
6TH FLOOR	
RESIDENTIAL	23472
Grand total	138947

BUILDING A PARKING CALCULATIONS

PARKING REQUIRED - RESIDENTIAL		
NAME	# OF UNITS	REQD PARKING STALLS
1 BR	62	93
2 BR	38	76
STUDIO	34	34
Grand total	134	203

4 ACCESSIBLE STALLS REQUIRED FOR RESIDENTIAL

PARKING PROVIDED - RESIDENTIAL		
STALL TYPE	STALL SIZE	COUNT
1ST FLOOR		
RESIDENTIAL	(A) ACCESSIBLE	2
		2
LEVEL P1		
RESIDENTIAL	(1) STANDARD	30
RESIDENTIAL	(2) COMPACT	6
RESIDENTIAL	(A) ACCESSIBLE	1
RESIDENTIAL	(4) TANDEM	12
		55
LEVEL P2		
RESIDENTIAL	(1) STANDARD	54
RESIDENTIAL	(2) COMPACT	5
RESIDENTIAL	(A) ACCESSIBLE	1
RESIDENTIAL	(4) TANDEM	15
		75
LEVEL P3		
RESIDENTIAL	(1) STANDARD	40
RESIDENTIAL	(4) TANDEM	2
		42
Grand total		174

PARKING PROVIDED - RESIDENTIAL GUEST		
STALL TYPE	STALL SIZE	COUNT
1ST FLOOR		
RESIDENTIAL GUEST	(1) STANDARD	1
RESIDENTIAL GUEST	(2) COMPACT	4
Grand total		5

PARKING REQUIRED - COMMERCIAL		
NAME	SF	REQD PARKING STALLS
RETAIL	12291 SF	25

PARKING REQUIRED - COVENANT	
AREA	REQD PARKING STALLS
COVENANT	68

4 ACCESSIBLE STALLS REQUIRED FOR COMMERCIAL

PARKING PROVIDED - COMMERCIAL / COVENANT		
STALL TYPE	STALL SIZE	COUNT
UPPER 1ST FLOOR		
COMMERCIAL	(1) STANDARD	12
COMMERCIAL	(2) COMPACT	5
		17
1ST FLOOR		
COMMERCIAL	(1) STANDARD	10
COMMERCIAL	(2) COMPACT	10
COMMERCIAL	(A) ACCESSIBLE	4
		30
LEVEL P1		
COMMERCIAL	(1) STANDARD	14
COMMERCIAL	(2) COMPACT	10
		24
LEVEL P2		
COMMERCIAL	(1) STANDARD	14
COMMERCIAL	(2) COMPACT	12
		26
Grand total		97

SHEET NOTES

A. REMOVE ALL EXISTING BUILDING ELEMENTS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE. CAP AND SEAL ALL CONNECTIONS TO THE STREET UTILITIES

B. REPLACE SIDEWALK, CURB, AND GUTTER TO MATCH ADJACENT SIDEWALK PER CITY REQUIREMENTS

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- PROPOSED POOL AT 3RD FLOOR
- EXISTING NEIGHBORING BUILDING (NOT A PART)
- LANDSCAPING AREA
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURE TO BE DEMOLISHED

BUILDING A INFORMATION

PROJECT NAME:	THE HIGHLAND SELMA VENTURE BUILDING A
ADDRESS:	1600-1618 N HIGHLAND AVE, 6759-6779 W SELMA AVE, LOS ANGELES CA 90028
OWNER:	HIGHLAND SELMA VENTURE, LLC
PROJECT DESCRIPTION:	6 STORY MIXED USE BUILDING WITH 5 STORIES RESIDENTIAL OVER ONE LEVEL COMMERCIAL RETAIL / PARKING ON GRADE WITH 2 LEVELS BELOW GRADE PARKING
CONSTRUCTION TYPE:	TYPE IIIA ABOVE PODIUM WITH TYPE I BELOW PODIUM
ZONING:	C4-2D-SN
FLOOD ZONE:	NO
SITE AREA:	38,593 SF
OCCUPANCY TYPE:	A3 / M / R2 / S

BUILDING A ZONING DATA

GROSS LOT SIZE:	38,593 SF
ALLOWABLE UNIT COUNT:	38,593 SF / 200 SF (PER LAMC 12.22A.18) = 193 ALLOWABLE UNITS
UNITS PROPOSED:	134 UNITS
ALLOWABLE BLDG HEIGHT:	UNLIMITED
PROPOSED BLDG HEIGHT:	82'-6"
SETBACKS:	FRONT YARD 0'-0" SIDE YARD 0'-0" REAR YARD 15'-0"

BUILDING A UNIT COUNT

UNIT COUNT	
NAME	QTY
1 BR	62
2 BR	38
STUDIO	34
Grand total	134

BUILDING A OPEN SPACE

OPEN SPACE REQUIRED			
NAME	# BR	# OF UNITS	REQD OPEN SPACE
1 BR	1	62	6200 SF
2 BR	2	38	4750 SF
STUDIO	1	34	3400 SF
Grand total		134	14350 SF

OPEN SPACE PROVIDED		
NAME	COUNT	AREA (SF)
COMMON OPEN SPACE	3	4184
COMMON OPEN SPACE, DECK	2	1530
COMMON OPEN SPACE, REC ROOM	2	917
PRIVATE OPEN SPACE	63	4116
		14431

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G

100 SF/UNIT = 0 HABITABLE ROOMS (STUDIOS AND 1 BR UNITS)
125 SF/UNIT = 0 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT = 0 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1 A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM

LANDSCAPED OPEN SPACE	
NAME	AREA
3RD FLOOR	
LANDSCAPED AREA	2714 SF

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE/EXTERIOR COMMON OPEN SPACE x 100
2,714 SF / 4,092 SF x 100 = 43%

LEGAL DESCRIPTION

BUILDING A:
PARCEL 2 (APN: 5547-013-039)
LOTS 15, 17, 18 AND 19 OF THE G. F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 199 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL C (APNS 5547-013-015 AND 5547-013-016)
LOTS 28 AND 29 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 199 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY
PARCEL E (APN: 5547-013-011)
LOTS 22 AND 23 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 199 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL F (APN: 5547-013-012)
LOTS 20 AND 21 IN G.F. STEVENSON'S TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 199 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BUILDING B:
PARCEL D (APNS: 5547-014-035 THROUGH 5547-014-039)
LOTS 4 THROUGH 8 INCLUSIVE OF THE G.F. STEVENSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1640 WILSHIRE BLVD. SUITE 1000
LOS ANGELES, CA 90025

Kitlofer Planning Architects
1425 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-393-7828

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PLANNING SUBMITTAL

JOB NO.	19013
DATE	04.18.19
DRAWN	AM
SCALE	As indicated

PLOT PLAN

A000

BUILDING A

THE HIGHLAND SELMA VENTURE BLDG A

1600-1616 N HIGHLAND AVE, 6739-6779 SELMA AVE
LOS ANGELES, CA 90028

HCP-LAO SELMA VENTURE, LLC
1801 MAIN STREET, SUITE 1850
LOS ANGELES, CA 90025

Kitchler Partners Architects
1038 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 213-380-7975

PLANNING SUBMITTAL

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Issue	
Date	04.18.23
Scale	1/32"
Paper size	24x36
Drawn by	As Indicated

FAR CALCULATIONS

A010

BUILDING A

BUILDING A FAR SCHEDULE

FAR AREA SCHEDULE

1ST FLOOR	
LOBBY	1662
RETAIL	12281
2ND FLOOR	
RESIDENTIAL	23660
3RD FLOOR	
RESIDENTIAL	23160
4TH FLOOR	
RESIDENTIAL	23660
5TH FLOOR	
RESIDENTIAL	23660
6TH FLOOR	
RESIDENTIAL	23227
7TH FLOOR	
RESIDENTIAL	23227
Grand Total	156243

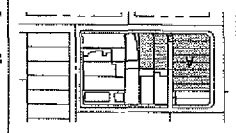
FAR SHEET NOTES

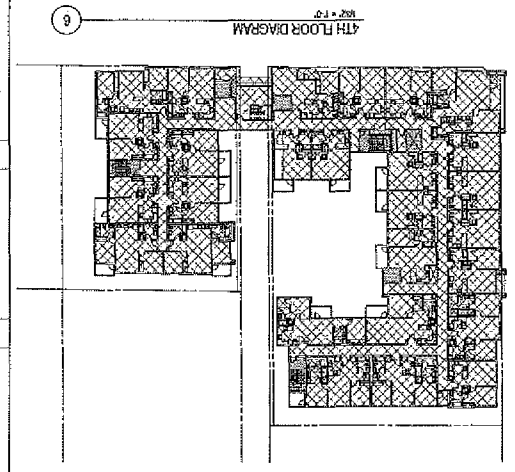
MEASUREMENT PER LAMC 12.03
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS INCLUDING THE AREA OF THEIR FOUNDATION AND ANY SHARE, SPACE FOR THE LANDING AND MECHANICAL EQUIPMENT ON ROOF, MECHANICAL ROOMS WITH ASSOCIATED ENCLOSURES, ATTACHED PARKING GARAGES, AND BASEMENT STORAGE AREAS

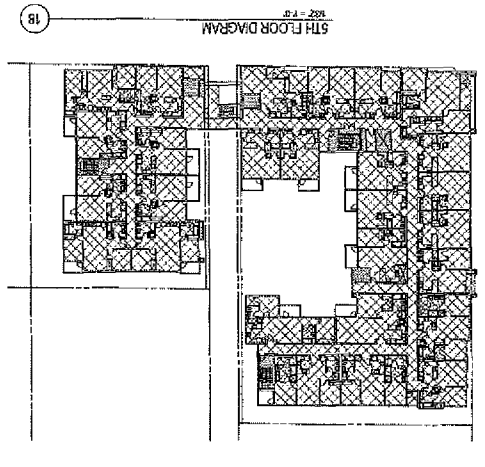
FAR LEGEND

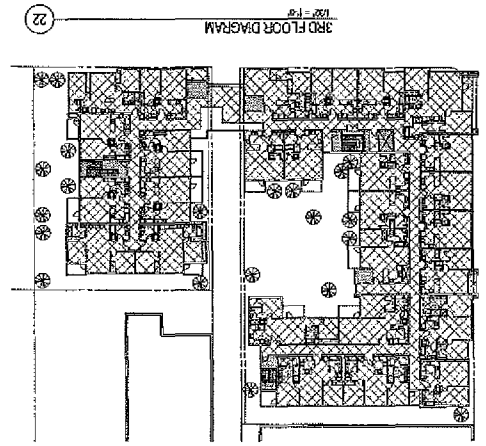
- RESIDENTIAL
- RETAIL
- LOBBY
- SHAFT DUCT FWD

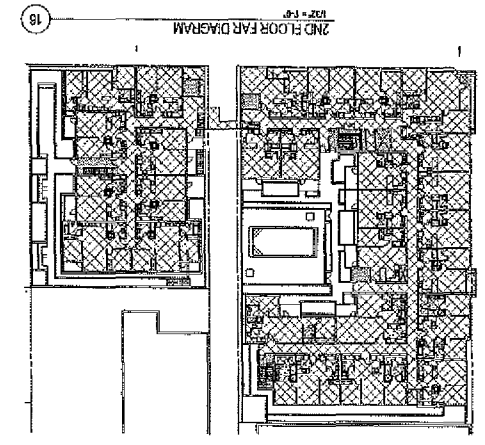
BUILDING A KEY PLAN

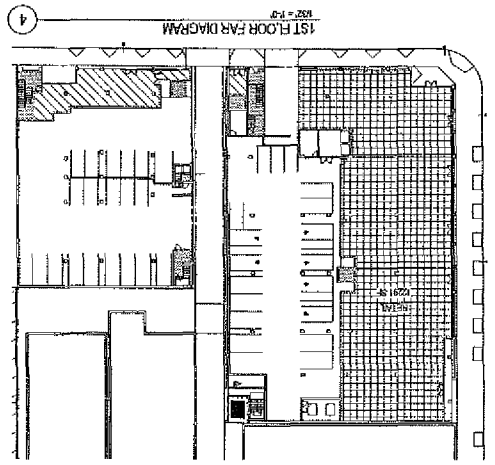




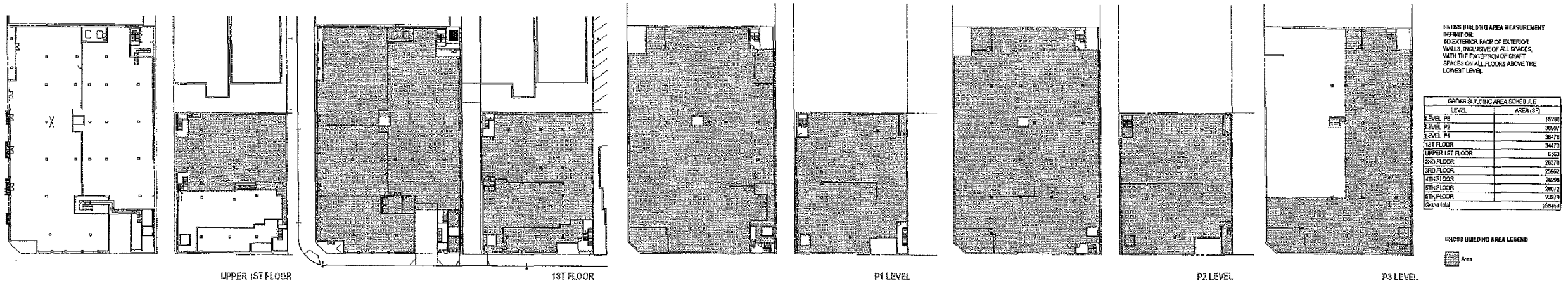








NOTES



GROSS BUILDING AREA MEASUREMENT DEFINITION:
TO EXTERIOR FACE OF EXTERIOR WALLS, INCLUSIVE OF ALL SPACES, WITH THE EXCEPTION OF SHAFT SPACES ON ALL FLOORS ABOVE THE LOWEST LEVEL

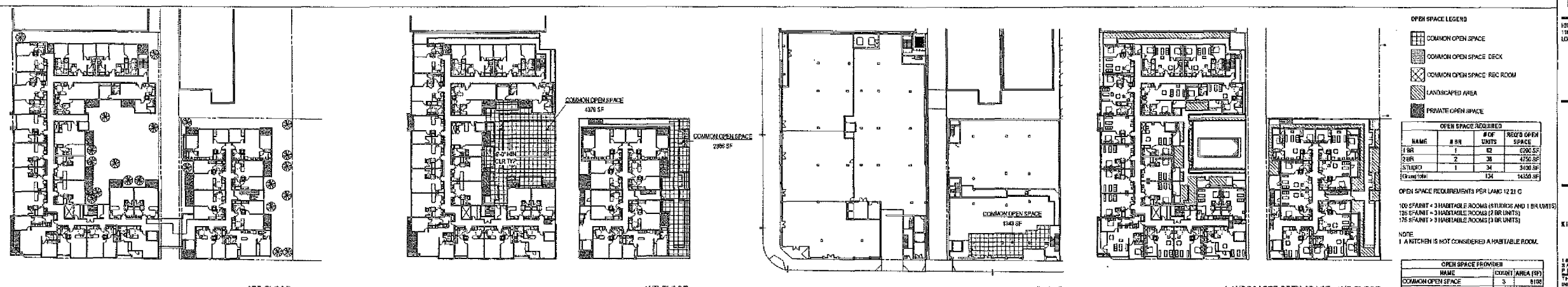
GROSS BUILDING AREA SCHEDULE

LEVEL	AREA (SF)
LEVEL P3	18296
LEVEL P2	36697
LEVEL P1	36478
1ST FLOOR	34473
UPPER 1ST FLOOR	6553
2ND FLOOR	26278
3RD FLOOR	25662
4TH FLOOR	26298
5TH FLOOR	26672
6TH FLOOR	20870
Grand total	301429

GROSS BUILDING AREA LEGEND

Area

GROSS BUILDING AREA
1/32" = 1'-0" (3)



OPEN SPACE LEGEND

- COMMON OPEN SPACE
- COMMON OPEN SPACE DECK
- COMMON OPEN SPACE REC ROOM
- LANDSCAPED AREA
- PRIVATE OPEN SPACE

OPEN SPACE REQUIRED

NAME	# BR	# OF UNITS	REQ'D OPEN SPACE
1 BR	1	62	6200 SF
2 BR	2	38	4750 SF
STUDIO	1	34	3400 SF
19 unit total		134	14350 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21 C

100 SF/UNIT = 3 HABITABLE ROOMS (STUDIOS AND 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT = 3 HABITABLE ROOMS (3 BR UNITS)

NOTE
1 A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM.

OPEN SPACE PROVIDED

NAME	COUNT	AREA (SF)
COMMON OPEN SPACE	3	8106
COMMON OPEN SPACE DECK	2	1536
COMMON OPEN SPACE REC ROOM	2	607
PRIVATE OPEN SPACE	85	4150
		14401

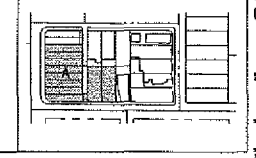
LANDSCAPED OPEN SPACE

NAME	AREA
2ND FLOOR	
LANDSCAPED AREA	2714 SF

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE/EXTERIOR COMMON OPEN SPACE x 100
2,714 SF / 16,292 SF x 100 = 43%

OPEN SPACE CALCULATIONS
1/32" = 1'-0" (5)

BUILDING A KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

Killefer Flammang Architects
1232 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-392-7075

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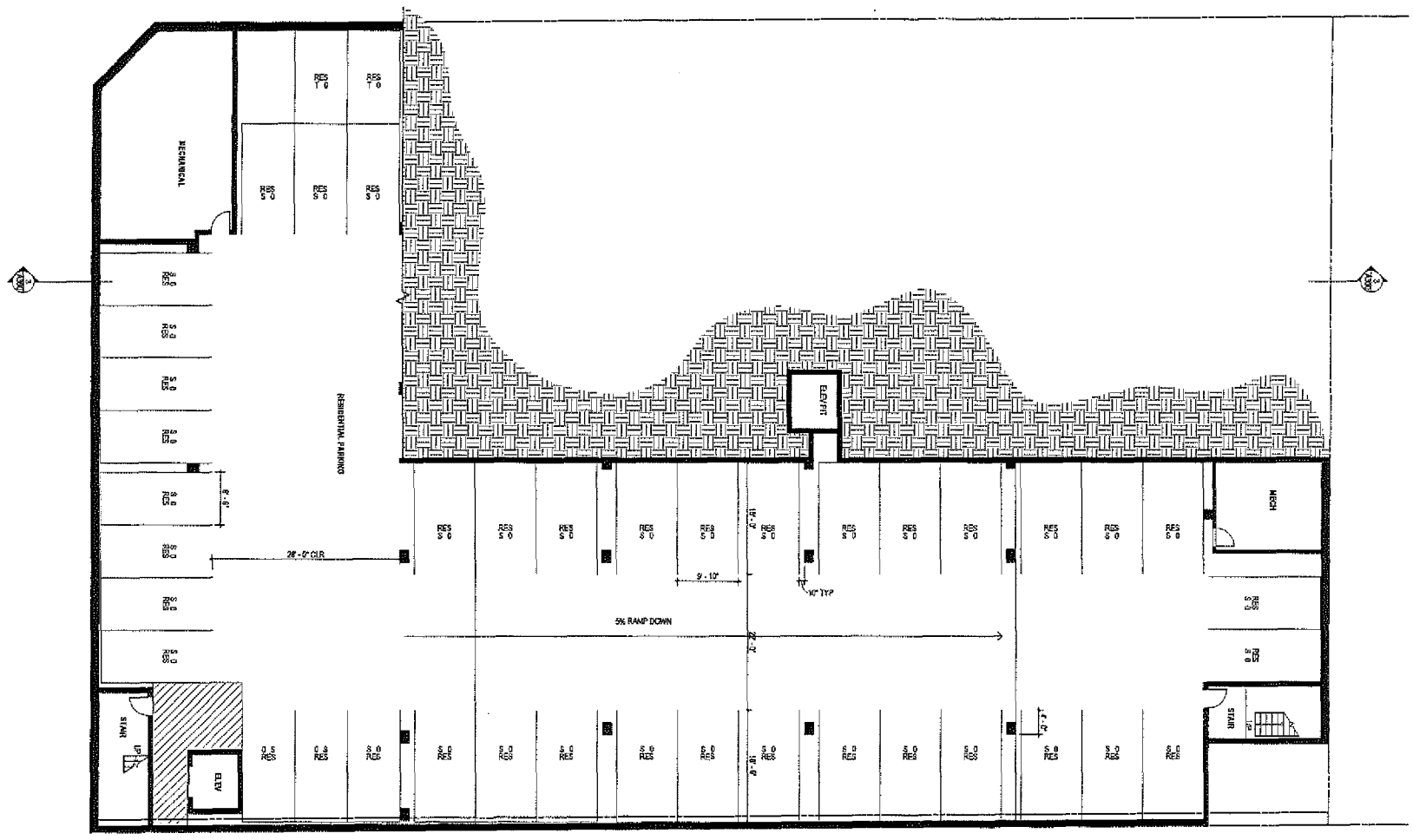
PLANNING SUBMITTAL

JOB NO.	13019
DATE	04.18.13
SCALE	AM
SCALE	As indicated

GROSS AND OPEN SPACE AREA CALCULATIONS

A020

BUILDING A



SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM UNO

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH

C. PROVIDE FIRE GUARDS AT ALL EXPOSED PIPES.

D. PROVIDE 8'-2" MIN CLR AT HANDICAP VAN ACCESSIBLE PARKING STALLS AND TO UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS

NOTES

LEGEND

- CONCRETE COLUMN
- S STANDARD PARKING STALL
- C COMPACT PARKING STALL
- T TANDEM PARKING STALL
- RES RESIDENTIAL PARKING STALL
- COMM COMMERCIAL PARKING STALL
- HC HANDICAP PARKING STALL 9' - 0" X 18' - 0"
- AREA TO BE CLEAR OF OBSTRUCTIONS

PLANNING SUBMITTAL

DATE	
PRC	04.18.13
DRAWN	JM
CHK'D	As indicated

BUILDING A KEY PLAN



LEVEL P3 PLAN
1/8" = 1'-0"
5

LEVEL P3

A100

BUILDING A

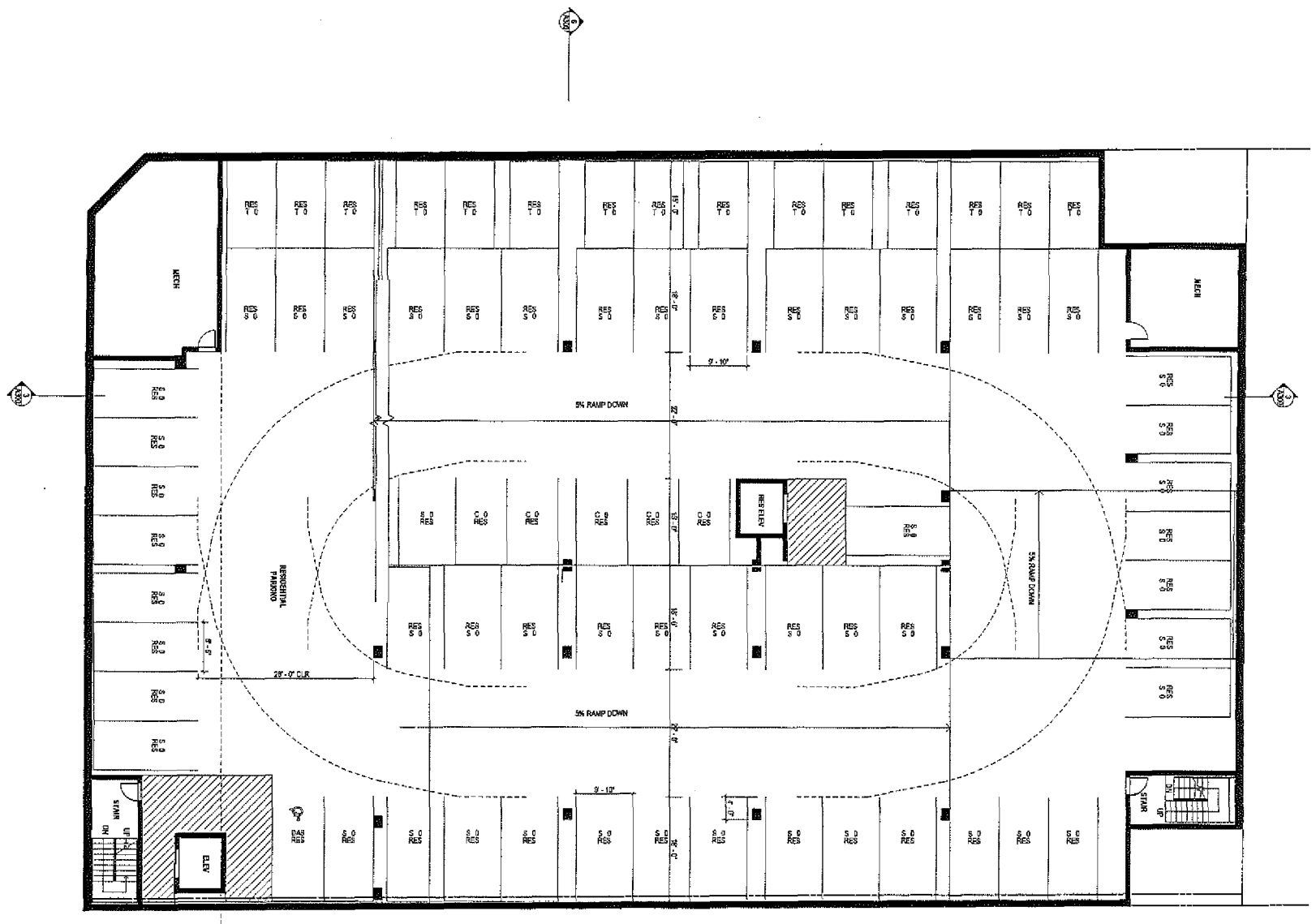
THE HIGHLAND SELMA VENTURE BLDG A

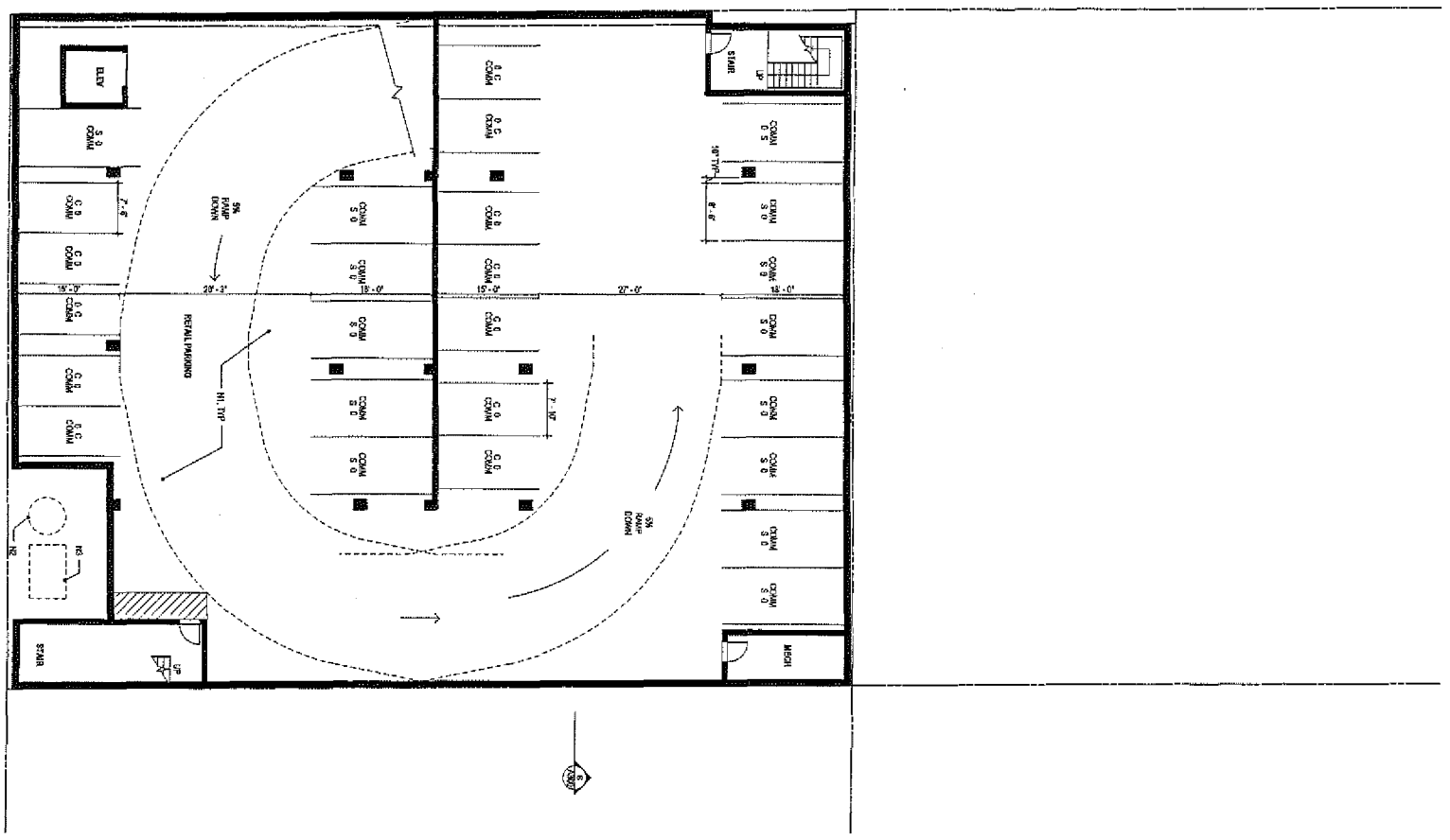
1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1901 AVE OF THE STARS BLVD, SUITE 1500
LOS ANGELES, CA 90067

Killefer Flammang Architects
1125 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.399.7993

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LEVEL P2 PLAN
1/8" = 1'-0"

6

BUILDING A KEY PLAN

BUILDING A

A101

LEVEL P2

DATE	01.19.13
DRAWN BY	AM
PROJECT ARCHITECT	Architekt

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1760 VINE STREET, 3RD, SUITE 1658
LOS ANGELES, CA 90028

Killefer Flammang Architects

1923 OLYMPIC BOULEVARD
SANTA MONICA, CA 90401
PHONE 310.829.1933 FAX 310.829.1933

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PLANNING SUBMITTAL

LEGEND

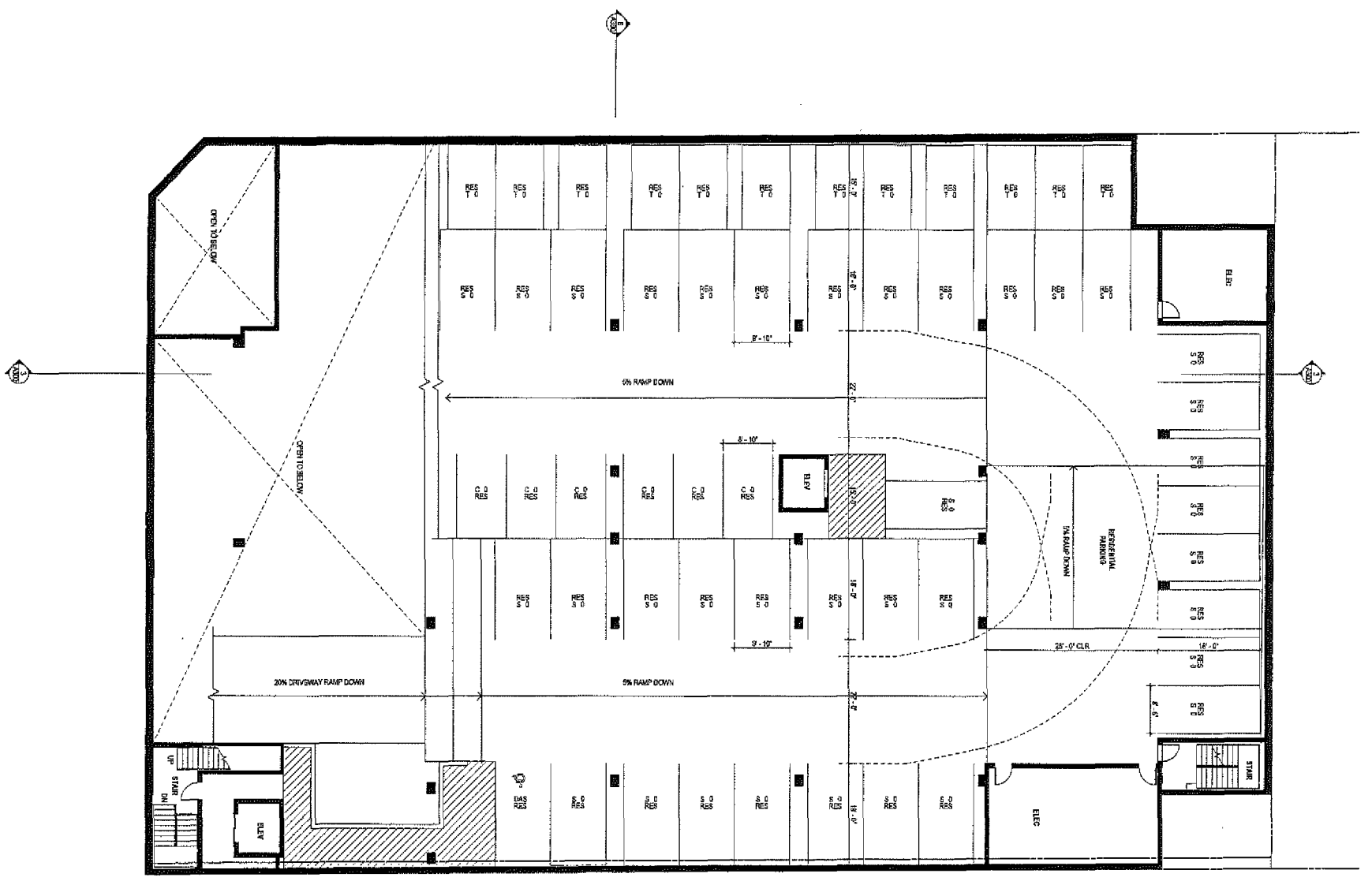
	CONCRETE COLUMN
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
T	TANDEM PARKING STALL
RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
DAS	HANDICAP PARKING STALL 8'-0" x 18'-0"
	AREA TO BE CLEAR OF OBSTRUCTIONS

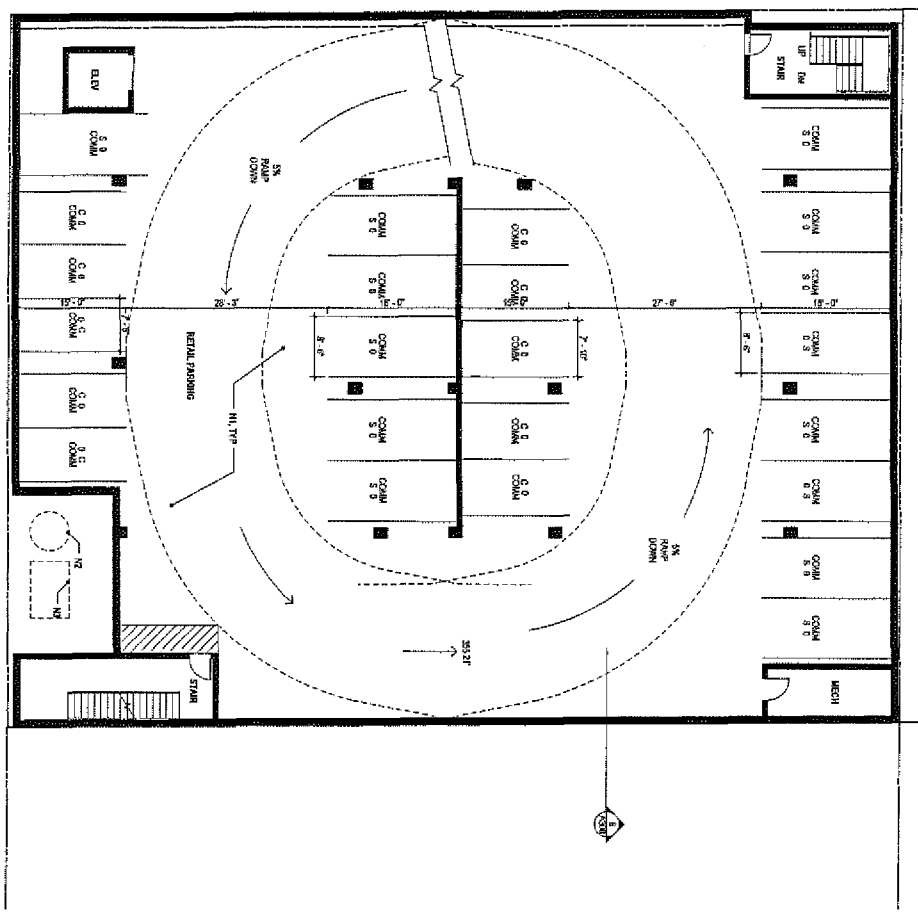
SHEET NOTES

A. ALL DIMENSIONS ARE TO FACE U.N.O.
B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM WALL TO FINISH
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES
D. PROVIDE 6'-0" MIN CLEAR HEADROOM AT RAMP AISLE AND PARKING STALLS AND 7'-0" MIN CLR AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS

NOTES

1. LINE OF REQUIRED TURNING RADIUS
2. SUMP PUMP/RETENTION CHAMBER
3. CATCH BASIN



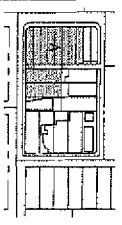


LEVEL P1 PLAN
1/8" = 1'-0"

6

N

BUILDING A KEY PLAN



NOTES

1. LINE OF RECAPTURED TURNING RADIUS
2. SWSMP INFILTRATION CHAMBER
3. CATCH BASIN

SHEET NOTES

A. ALL DIMENSIONS ARE TO FACE UNO.
B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH
C. PROVIDE PIPE GUARDS AT ALL EXPOSED RISER.
D. PROVIDE 8'-0" MIN CLR AT HANDICAP DRIVE AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS

LEGEND

- CONCRETE COLUMN
- S STANDARD PARKING STALL
- C COMPACT PARKING STALL
- T TANDEM PARKING STALL
- RES RESIDENTIAL PARKING STALL
- COMM COMMERCIAL PARKING STALL
- HP HANDICAP PARKING STALL 9'-0" X 18'-0"
- AREA TO BE CLEAR OF OBSTRUCTIONS

PLANNING SUBMITTAL

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.828.1991 FAX 310.828.1998

THE INFORMATION CONTAINED HEREIN IS THE PROPRIETARY PROPERTY OF KILLEFER FLAMMANG ARCHITECTS AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.

SCALE	1/8" = 1'-0"
DATE	06.18.13
DRAWN BY	AM
CHECKED BY	
JOB NO.	1601B

LEVEL P1

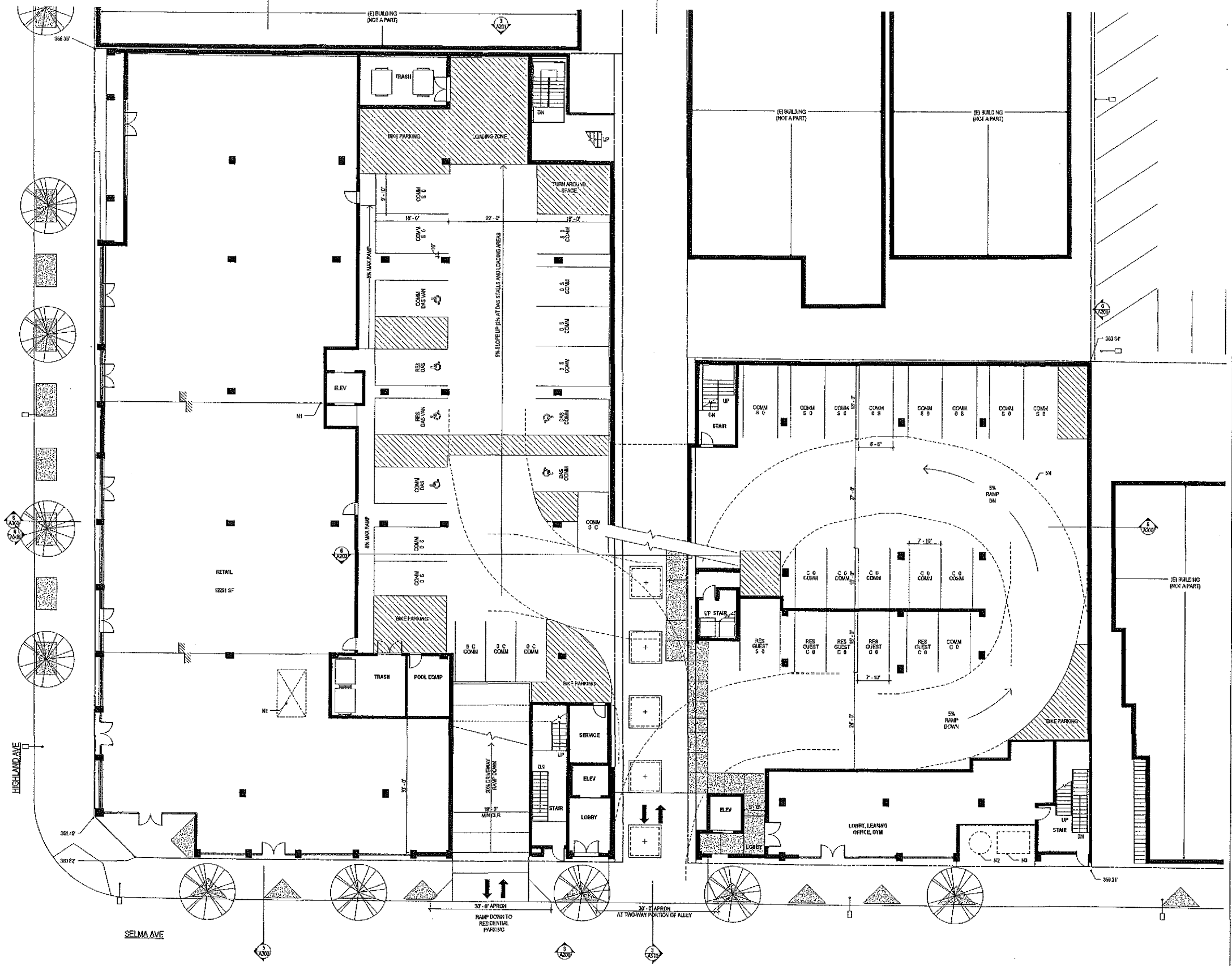
SHEET NO. A102

BUILDING A

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028



1ST FLOOR PLAN
1/8" = 1'-0"

NOTES

1. SHAFT ABOVE
2. SUMP INFILTRATION CHAMBER
3. CATCH BASIN
4. LINE OF REQUIRED TURNING RADIUS
5. LINE OF POOL ABOVE

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM LINES

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

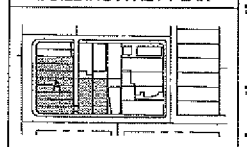
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES

D. PROVIDE 8'-2" MIN CLR AT HANDICAP DRIVE AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL, AND MECHANICAL PROJECTIONS.

LEGEND

	CONCRETE COLUMN
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
T	TANDEM PARKING STALL
RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
DAS	HANDICAP PARKING STALL 9'-0" x 18'-0"
	AREA TO BE CLEAR OF OBSTRUCTIONS

BUILDING A KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1800 WILSHIRE BLVD, SUITE 1850
LOS ANGELES, CA 90025

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
(310) 453-7975

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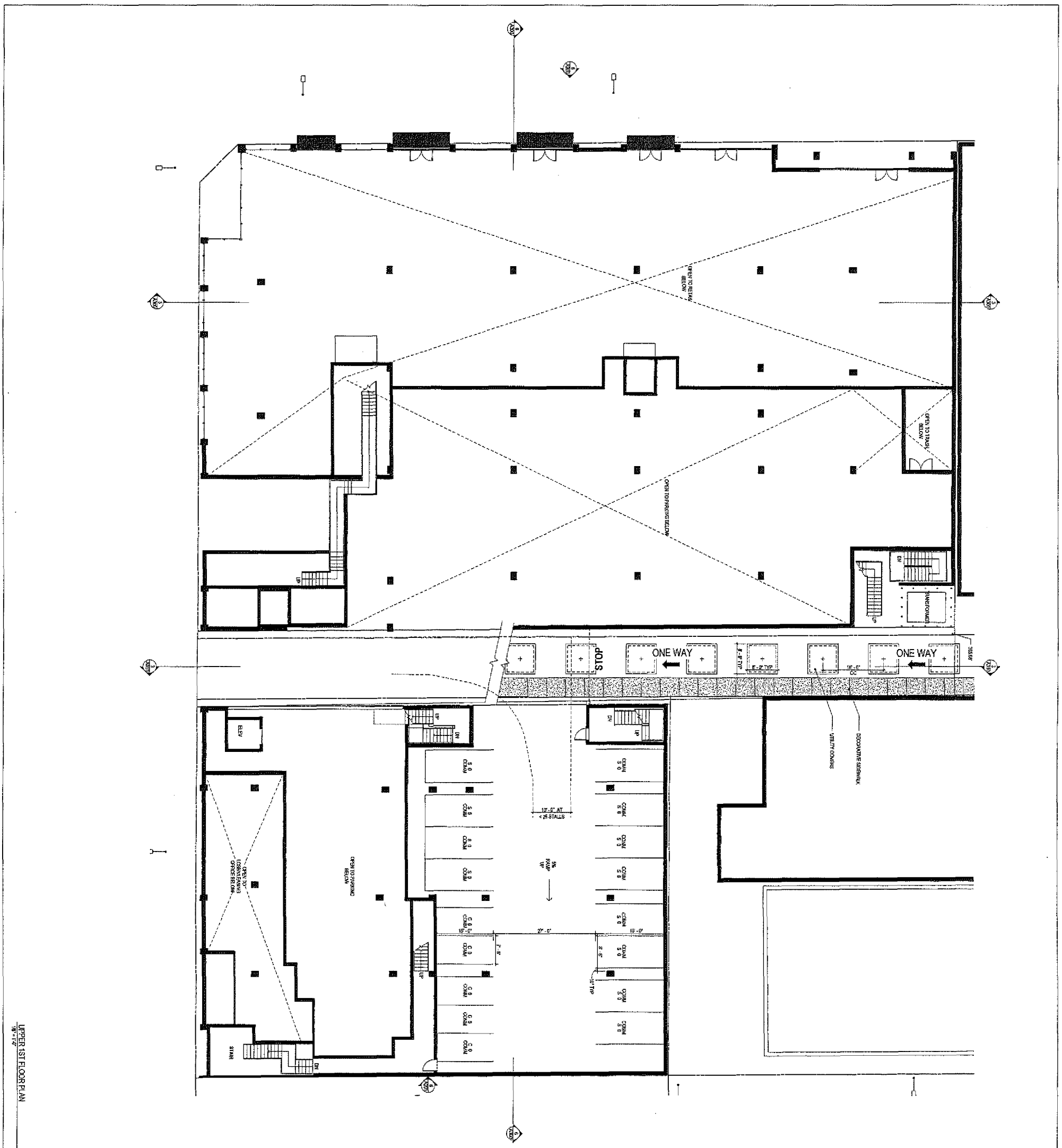
PLANNING SUBMITTAL

DATE	11/27/17
DRAWN	AM
SCALE	As indicated

FIRST FLOOR PLAN

A110

BUILDING A



UPPER 1ST FLOOR PLAN
1/8" = 1'-0"
6

NOTES

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOUNDING.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

D. PROVIDE MIN 10 FC (1.0 FT-CANDLES) AT HANDICAP RAMP, AISLE AND PARKING STALLS AND 1 FC MIN (0.1 FT-CANDLES) AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS.

LEGEND

- CONC CONCRETE / COLUMN
- S STANDARD PARKING STALL
- C COMPACT PARKING STALL
- T TANDEM PARKING STALL
- RES RESIDENTIAL PARKING STALL
- COMM COMMERCIAL PARKING STALL
- HC HANDICAP PARKING STALL 8'-0" x 18'-0"
- AREA TO BE CLEAR OF OBSTRUCTIONS

BUILDING A KEY PLAN

PLANNING SUBMITTAL

Killefer Flammang Architects
1626 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
T 310 829 5923 F 310 829 5924
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HIGHLAND SELMA VENTURE, LLC
1100 GLENDON AVENUE, SUITE 1500
LOS ANGELES, CA 90025

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

SCALE	1/8"
DATE	04.18.13
DRAWN	Author
CHECKED	As Indicated

UPPER 1ST FLOOR PLAN

A111

BUILDING A



2ND FLOOR PLAN
1/8" = 1'-0"

NOTES

1. ARCHITECTURAL PROJECTION ALLOWABLE PER CBC 3202.3.2
2. FIRE DEPARTMENT ACCESS BRIDGE ABOVE

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOS, FOM OR CENTERLINE OF WALL U.N.O.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. DWELLING UNITS SHALL BE SEPARATED WITH 1-HR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE

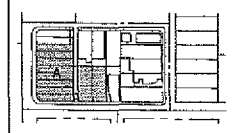
E. PROVIDE LEVEL LANDINGS @ EXT. DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30" X 48" CLEAR FLOOR SPACE

BUILDING A KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6739-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1850
LOS ANGELES, CA 90025

Killefer Flamming Architects
1535 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.399.7073

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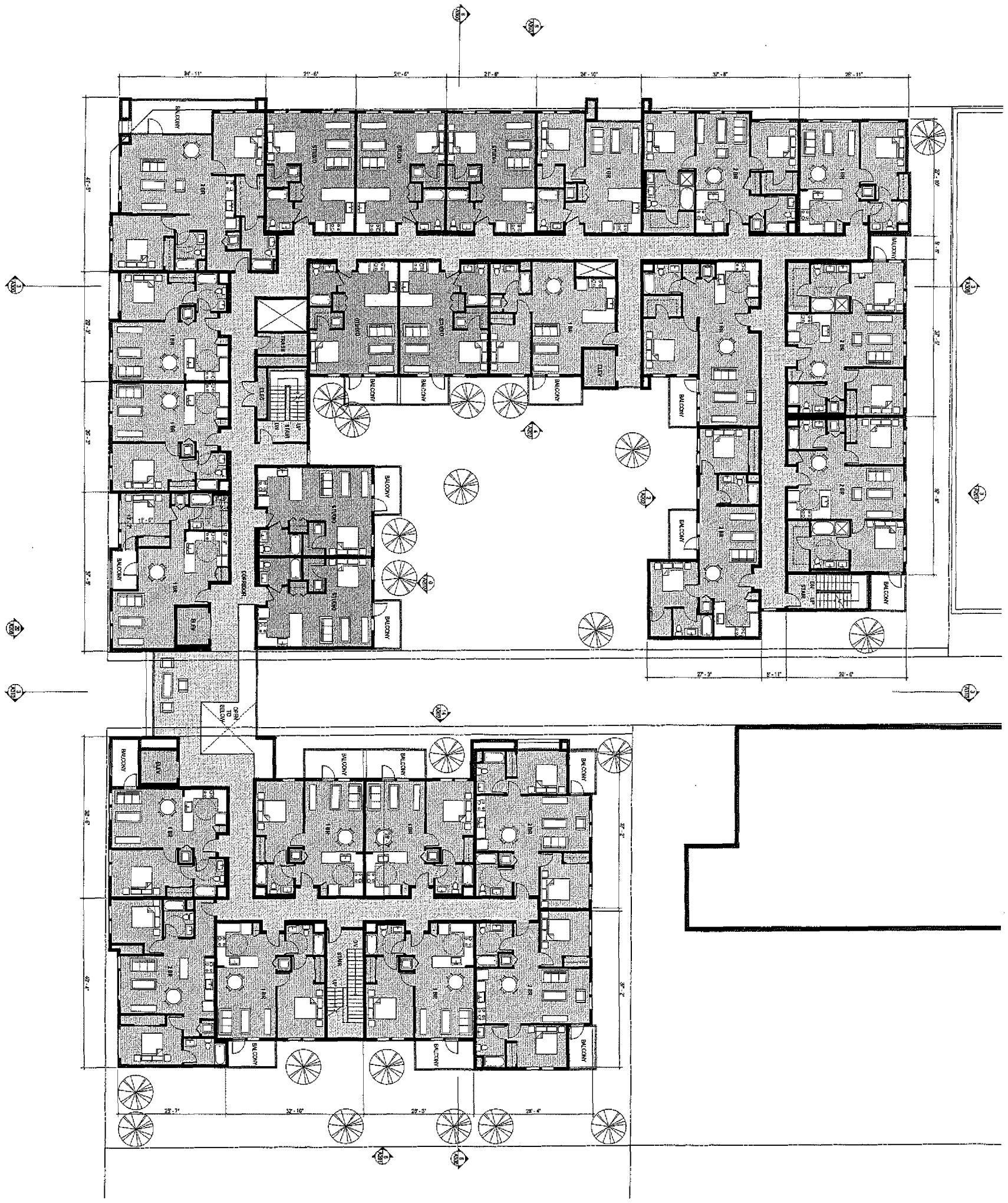
PLANNING SUBMITTAL

JOB NO.	1618
DATE	04.18.19
DRAWN BY	AM
SCALE	As indicated

SECOND FLOOR PLAN

SHEET NUMBER
A120

BUILDING A



3RD FLOOR PLAN
1/8" = 1'-0"

6

NOTES

SHEET NOTES

A. ALL DIMENSIONS ARE TO FACE OF CONCRETE OR WALL UNO

B. ALL DIMENSIONS INDICATED AS 'CLR' ARE FROM FINISH TO FINISH

C. PROVIDE UNDERLAYMENT AS REQUIRED WITH FIRE RESISTIVE CONSTRUCTION AT WALLS AND FLOORS

D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE

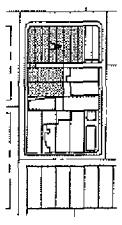
E. PROVIDE LEVER LAVATORY & EXIT DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30" X 48" CLEAR FLOOR SPACE

BUILDING A KEY PLAN



ISSUE	PLANNING SUBMITTAL
DATE	04.18.19
DRAWN	AU
SCALE	As indicated

THIRD FLOOR PLAN

A130

BUILDING A

Killefer Flammang Architects

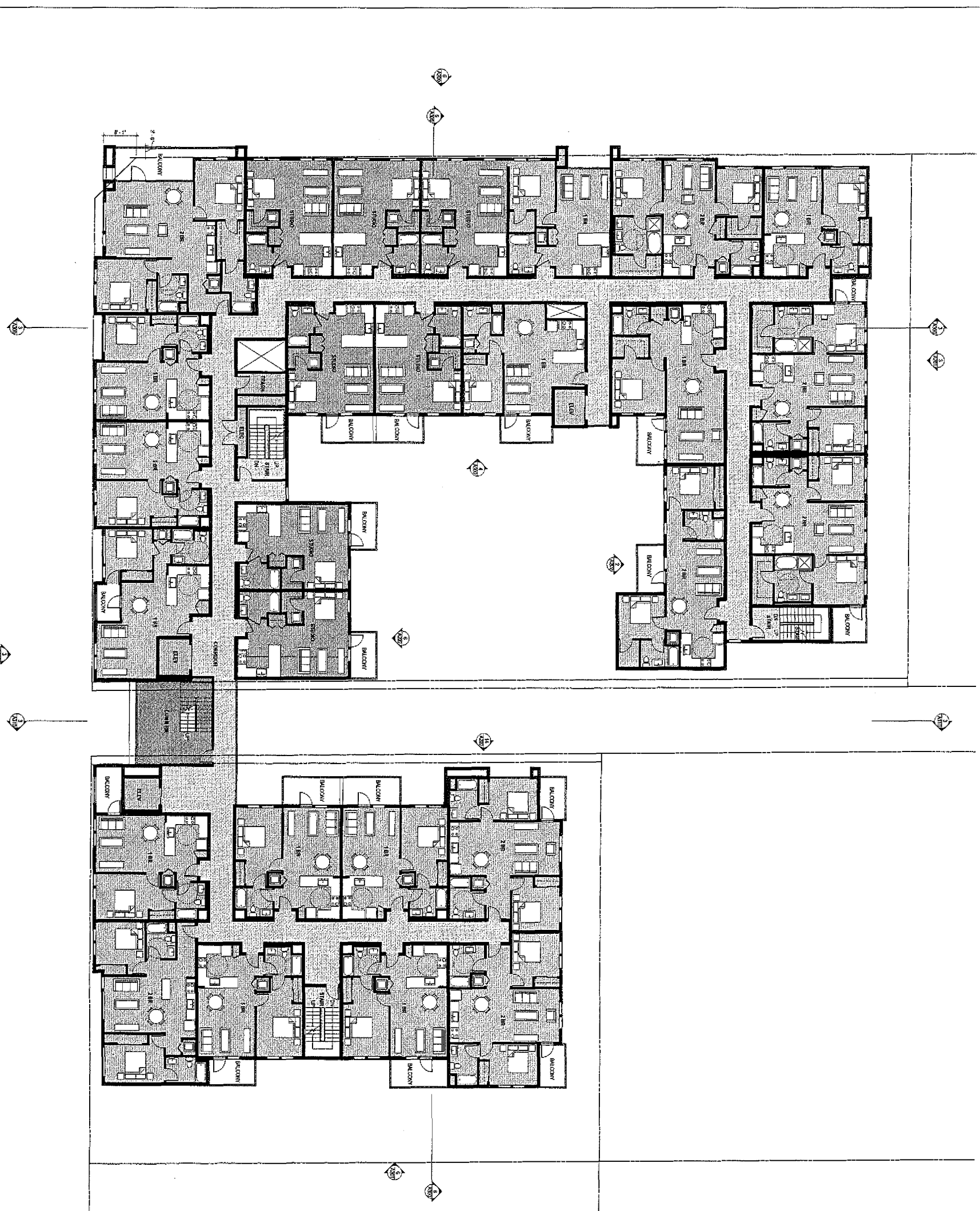
1315 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.399.9995

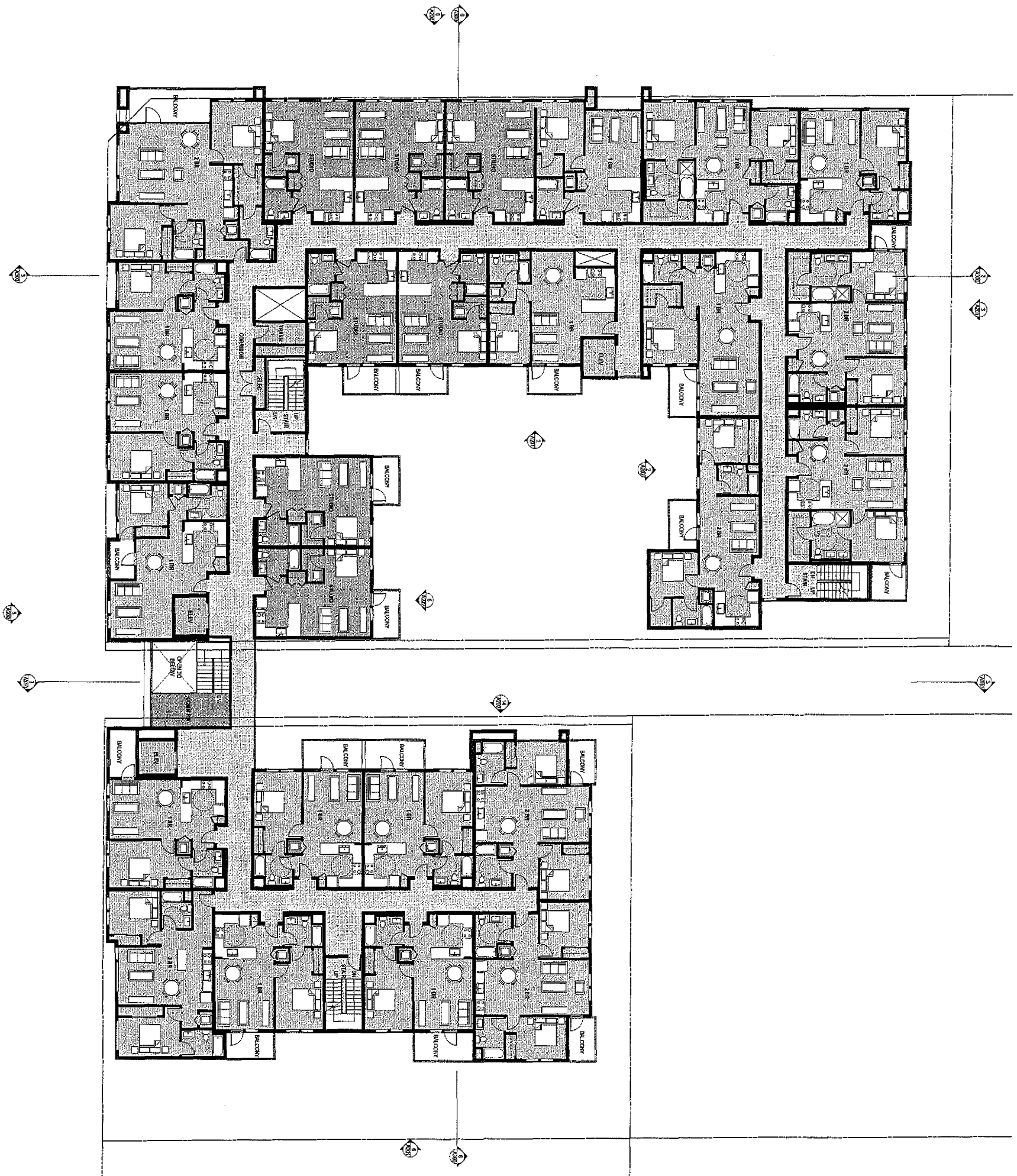
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HIGHLAND SELMA VENTURE, LLC
1901 WILSHIRE BLVD, SUITE 1500
LOS ANGELES, CA 90026

THE HIGHLAND SELMA VENTURE BLDG A

1600-1615 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028


4TH FLOOR PLAN
1/8" = 1'-0"
BALCONY
STUDIO
1 BR
2 BR
BALCONY
ELEV.
TRASH
CHUTE
CORRIDOR
ELEV.
BALCONY
1 BR
2 BR
BALCONY
STAIR
BALCONY
1 BR
2 BR
BALCONY
BALCONY
1 BR
2 BR
BALCONY
BALCONY
1 BR
2 BR
BALCONY



5TH FLOOR PLAN
1/8" = 1'-0"

6

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1645 N. VINE STREET, SUITE 1600
LOS ANGELES, CA 90028

NOTES

SHEET NOTES

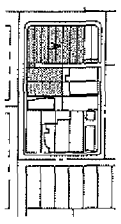
A. ALL DIMENSIONS ARE TO FOC, FOM OR CENTERLINE OF WALL U.N.O.
B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
C. DWELLING UNITS SHALL BE SEPARATED WITH 1-HR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.
D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE
E. PROVIDE LEVEL LANDINGS @ EXIT DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30" X 48" CLEAR FLOOR SPACE

BUILDING A KEY PLAN



PLANNING SUBMITTAL

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.453.7373
FAX 310.453.7374

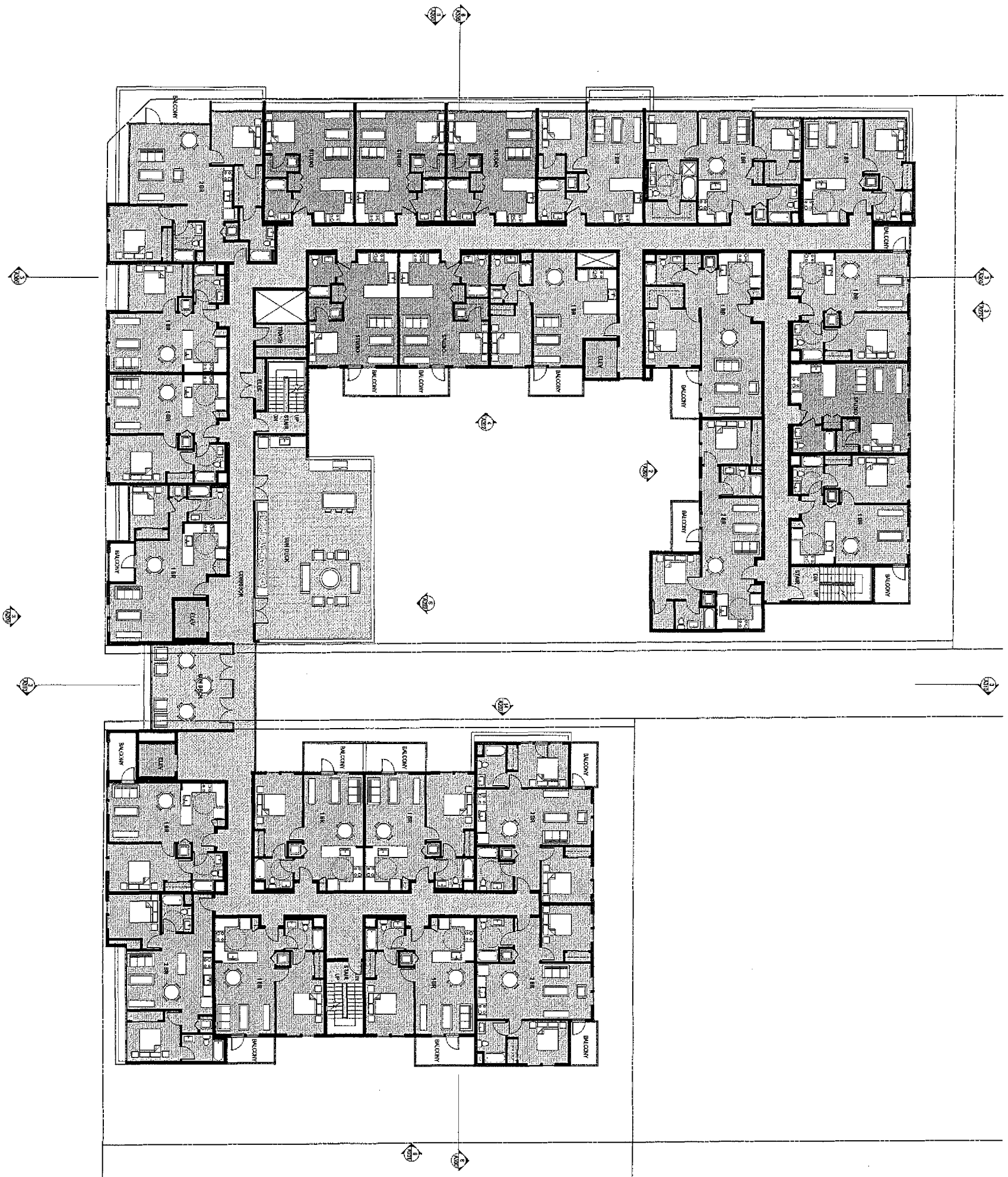
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SCALE	1/16"=1'-0"
DATE	04.18.13
REV	#1
	Amended

FIFTH FLOOR PLAN

A150

BUILDING A



6TH FLOOR PLAN
1/8" = 1'-0"

NOTES

1

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOR, FOM OR CENTERLINE OF WALL UNO.

B. ALL DIMENSIONS INDICATED AS 10.5" ARE FROM FINISH TO FINISH.

C. ENCLOSED UNITS SHALL BE SEPARATED WITH 1 HR FIRE RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE.

E. PROVIDE LEVEL LANDINGS @ EXT DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30" X 48" CLEAR FLOOR SPACE

BUILDING A KEY PLAN

SIXTH FLOOR PLAN

A160

BUILDING A

PLANNING SUBMITTAL

Millister Architecture

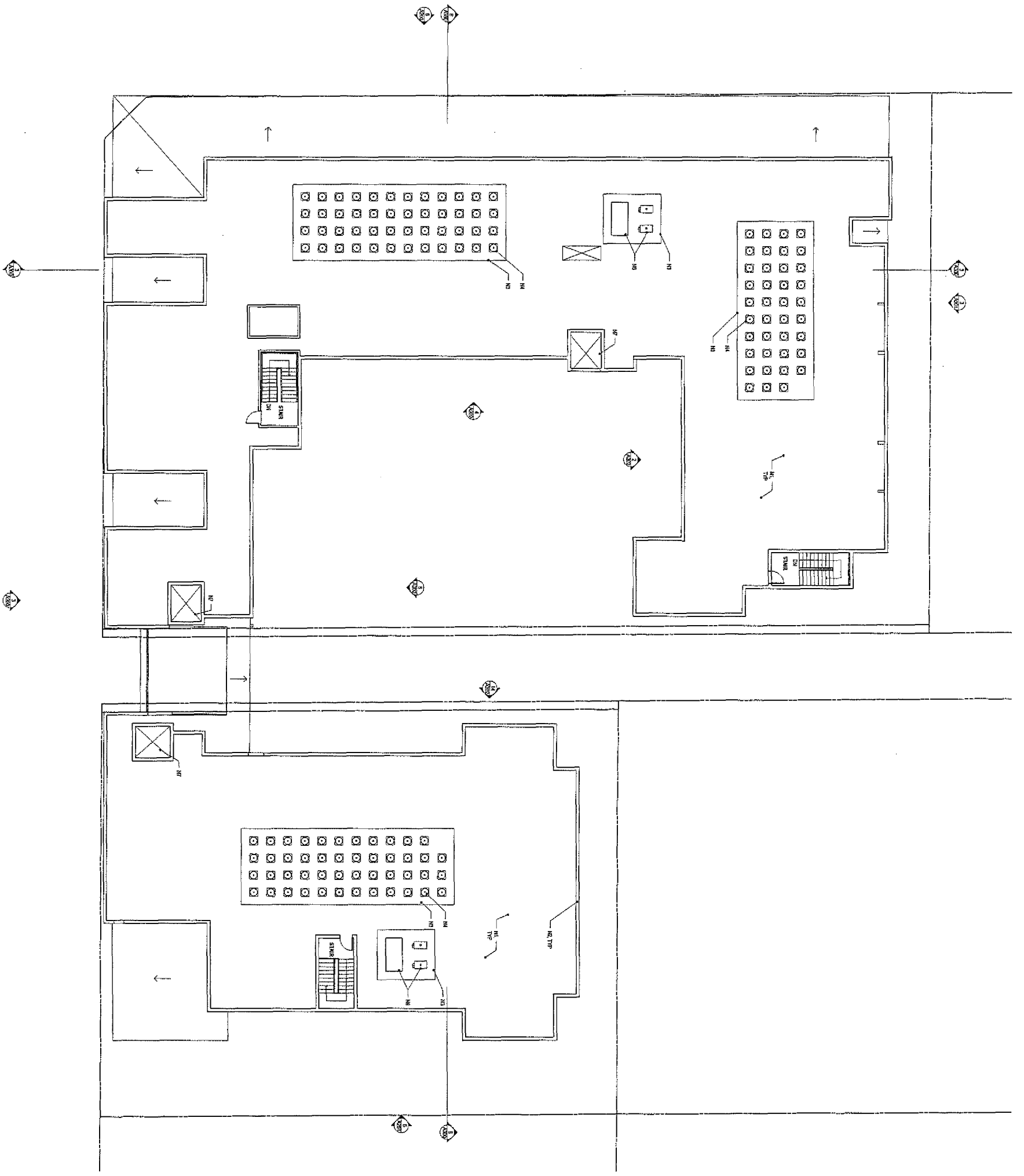
1660 E. OLYMPIC BOULEVARD
SUITE 1660
LOS ANGELES, CA 90021
PHONE: 213.627.7474

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HIGHLAND SELMA VENTURE, LLC
1660 E. OLYMPIC BLVD, SUITE 1660
LOS ANGELES, CA 90021

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028



NOTES

1. BUILT-UP ROOFING
2. PARAPET WALL
3. MECHANICAL PLATFORM
4. MECHANICAL EQUIPMENT
5. TRASH / RECYCLING CHUTE VENT EXTENSION
6. PLUMBING EQUIPMENT
7. PROVIDE ELEVATOR SHAFT VENTILATION CONSISTENT WITH MANUFACTURER'S REQUIREMENTS

SHEET NOTES

A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAINS. SLOPES TO BE A MINIMUM ¼" PER FOOT.

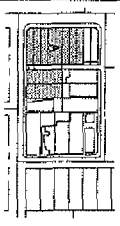
B. OVERFLOW DRAINS SHALL BE SAME SIZE AS ROOF DRAIN WITHIN 12" ABOVE THE LOW POINT OF THE ROOF, AND SHALL NOT BE CONNECTED TO ROOF DRAIN LINES.

LEGEND

ROOF DRAIN WITH OVERFLOW DRAIN 2" ABOVE ROOF DRAIN

IMPERVIOUS ROOF SLOPE DIRECTION, FLAT ROOF SLOPES TO MAKE A 2% SLOPE MIN UNO

BUILDING A KEY PLAN



PLANNING SUBMITTAL

PROJECT NO.	1030
DATE	04.16.13
DRAWN BY	AM
CHECKED BY	Architect

ROOF PLAN

PROJECT NO. A170

BUILDING A

Killefer Flammang Architects
1639 Ocean Avenue, Suite 201
Santa Monica, CA 90401
PHONE 310.451.7272

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HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1660
LOS ANGELES, CA 90025

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

NSHE AND SELMA VENTURE, LLC
11901 WILSHIRE BLVD, SUITE 1929
LOS ANGELES, CA 90025

NOTES

1 SCREED LINE
2 AWNING
3 PAINTED SHEET METAL FASCIA
4 LINEAR DOWN LIGHT FIXTURE

LEGAL DESCRIPTION

BUILDING A:
PARCEL 2 (APN: 5547-018-028)
LOTS 10, 11, 18 AND 19 OF TRACT 6, R.STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 3 PAGE 139 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 3 (APN: 5547-018-030)
LOTS 14 THROUGH 16 INCLUSIVE OF THE C.P. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 139 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 4 (APN: 5547-018-031)
LOTS 22 AND 23 OF THE C.P. STEVENSON TRACT NO 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 139 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 5 (APN: 5547-018-032)
LOTS 24 AND 25 OF C.P. STEVENSON TRACT NO 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 139 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

BUILDING B:
PARCEL 6 (APN: 5547-018-033 THROUGH 5547-014-028)
LOTS 4 THROUGH 8 INCLUSIVE OF THE C.P.
STEVENSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 3 PAGE 139 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

LEGEND

- SMOOTH WHITE STUCCO WALL SIDING PANELS OR STONE
- WOOD SIDING
- ASPHALT TILE
- GLASS RAILINGS
- METAL PANEL RAILING
- WALL SCONCE

BUILDING A KEY PLAN

ELEVATIONS

BUILDING A

A200

PLANNING SUBMITTAL

Kitchler Partners

1025 OLYMPIC BOULEVARD
SANTA MONICA, CA 90401
PHONE 213-399-7930

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Scale
1/16" = 1'-0"
Date
01.18.13
Drawn
AM
Checked
As Noted

SOUTH ELEVATION (SELMA AVE)
3
1/8" = 1'-0"

WEST ELEVATION (HIGHLAND AVE)
6
1/8" = 1'-0"

THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6798-6778 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1901 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90026

NOTES

1 ADDED LINE
2 TRANSPARENCY
3 PAINTED SHEET METAL FASCIA
4 ADJACENT BUILDING

LEGAL DESCRIPTION

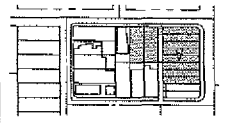
BUILDING A
PARCEL 2 (APN: 5547-015-020)
LOTS 10, 11, 12 AND 19 OF TRACT OF J. STEVENSON
TRACT NO. 2 IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
AS PER MAP RECORDED IN BOOK 4 PAGE 125 OF
MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF
SAID COUNTY
PARCEL C (APNS: 5547-015-015 AND 5547-015-018)
LOTS 1 AND 2 IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY
PARCEL D (APNS: 5547-015-016)
LOTS 30 AND 31 IN ST. STEVENSON'S TRACT 2, IN
THE CITY OF LOS ANGELES, COUNTY OF LOS
ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY
PARCEL E (APN: 5547-015-017)
LOTS 32 AND 33 OF THE ST. STEVENSON TRACT NO
2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS
ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY

BUILDING B
PARCEL D (APNS: 5547-015-016 THROUGH 5547-015-
020)
LOTS 4, 5 AND 20 IN BLOCK "B" OF THE
AS PER MAP RECORDED IN BOOK 3 PAGE 122 OF
MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF
SAID COUNTY

LEGEND

- STUCCO WHITE SMOOTH
- WOOD BROWN
- ASPHALT TILE
- GLASS RAILING
- METAL PANEL RAILING
- WALL SCONCE

BUILDING A KEY PLAN



ELEVATIONS

A201

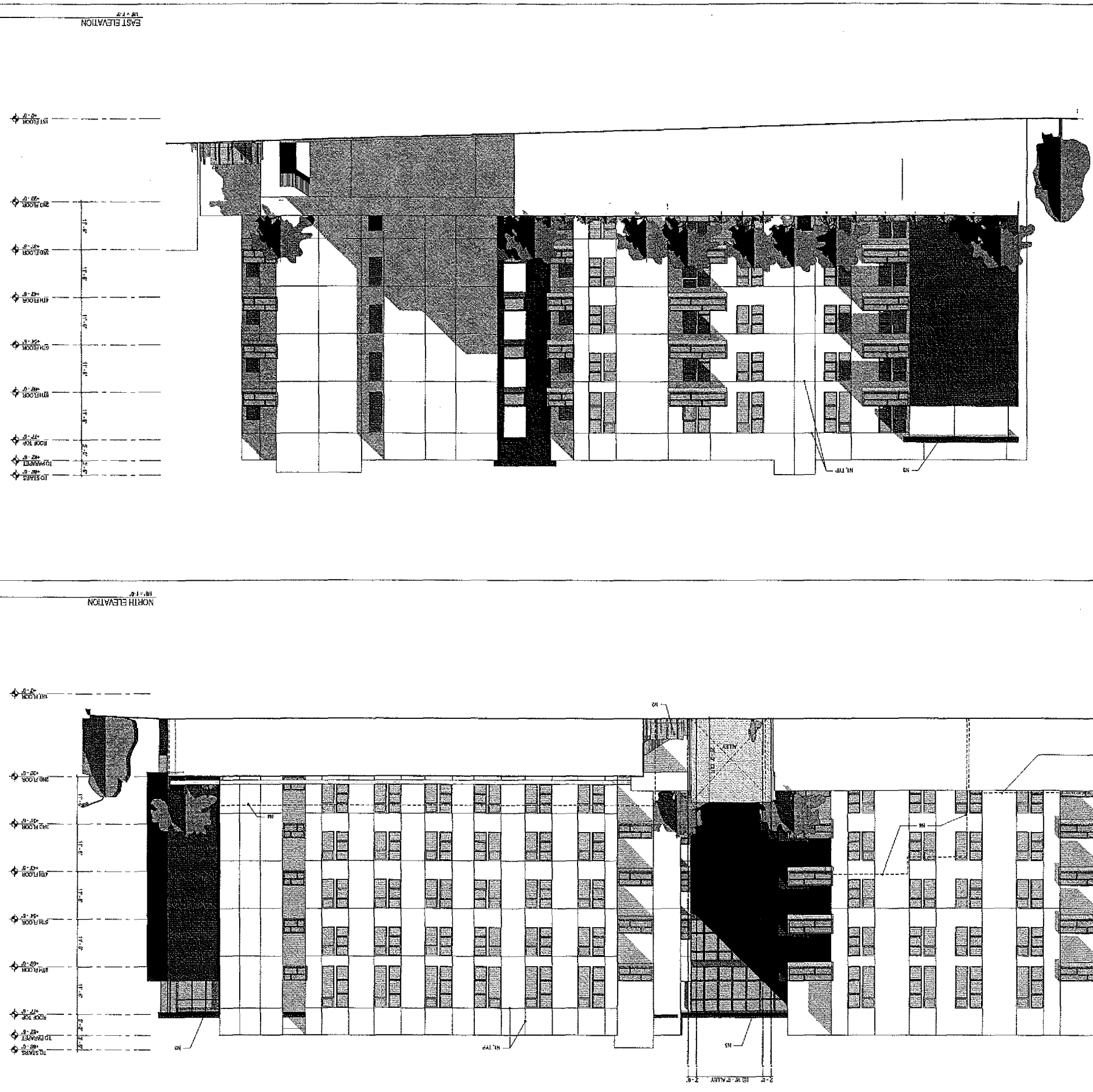
BUILDING A

PLANNING SUBMITTAL

1885 OLIVE RD DOUBLEWIDE
SANTA MONICA, CA 90405
PHONE 310-395-7925

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JOB	1809
DATE	04.18.13
SCALE	AS INDICATED
REVISIONS	



THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6755-6775 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1401 N. SPAR BLVD. SUITE 1850
LOS ANGELES, CA 90026

NOTES

1 SCREED LINE
2 PAINTED SHEET METAL FASCIA

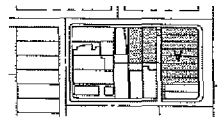
LEGAL DESCRIPTION

BUILDING A:
PARCEL 2 (APN: 5547-013-004)
LOTS 16, 17, 18 AND 19 OF TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL C (APNS: 5547-013-018 AND 5547-013-019)
LOTS 16, 17, 18 AND 19 OF TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL D (APNS: 5547-013-011)
LOTS 32 AND 33 OF THE 6TH SUBDIVISION TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL E (APN: 5547-013-012)
LOTS 20 AND 21 OF 6TH SUBDIVISION TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
BUILDING B:
PARCEL D (APNS: 5547-014-015 THROUGH 5547-014-018)
LOTS 4 THROUGH 8 INCLUSIVE OF TRACT 6,
6749
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
STREVENSON TRACT, IN THE CITY OF LOS ANGELES,
AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF
MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF
SAID COUNTY

LEGEND

- BASONY WHITE STUCCO WALL METAL PANELS OR STONE
- WOOD SIDING
- BASALT TILE
- GLASS RAILING
- METAL PANEL SIDING
- WALL SCONCE

BUILDING A KEY PLAN



ELEVATIONS

A202

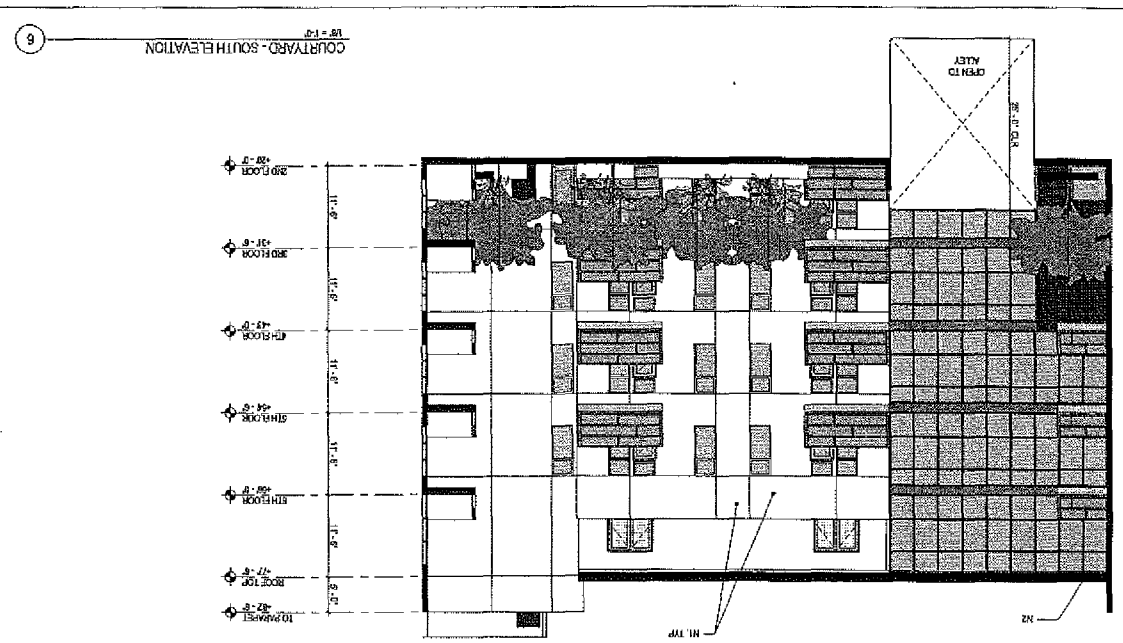
BUILDING A

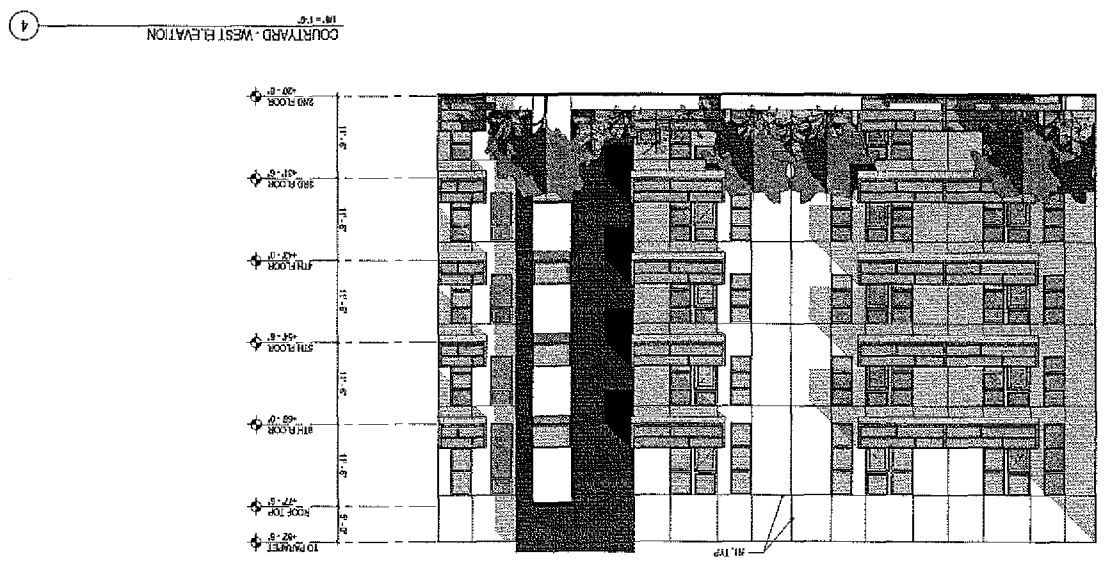
SCALE	As indicated
DRAWN	AM
DATE	04.18.23
PROJECT	1-1910

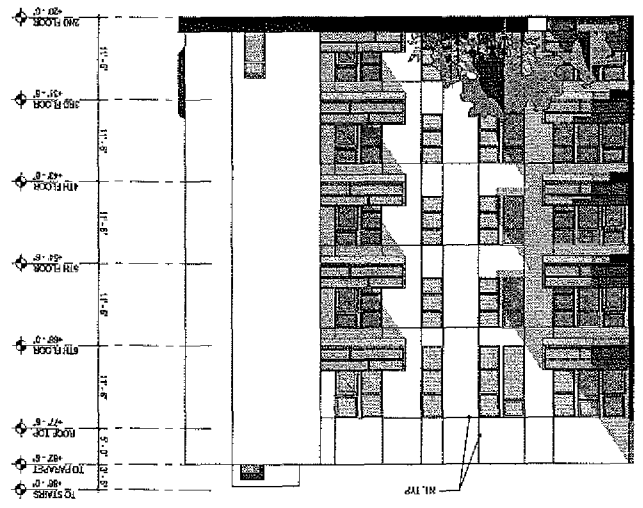
PLANNING SUBMITTAL

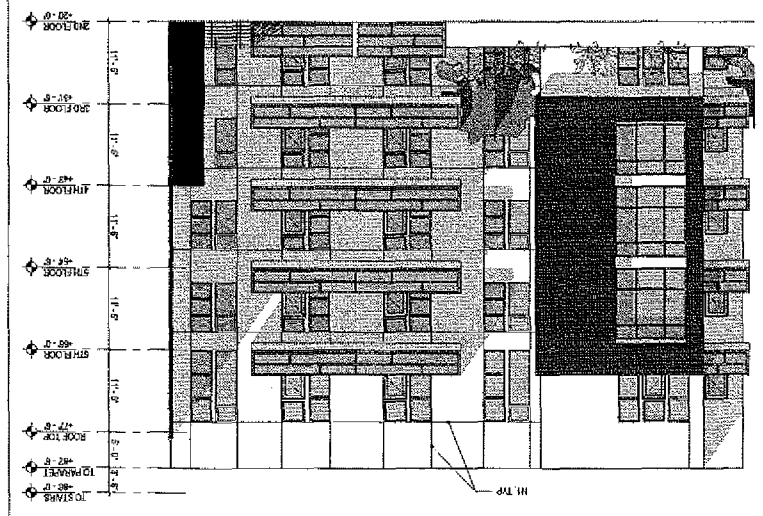
Killefer Flammang Architects
1814 DAVID DOUBLEDAY
SANTA MONICA, CA 90404
PHONE 310-392-1773

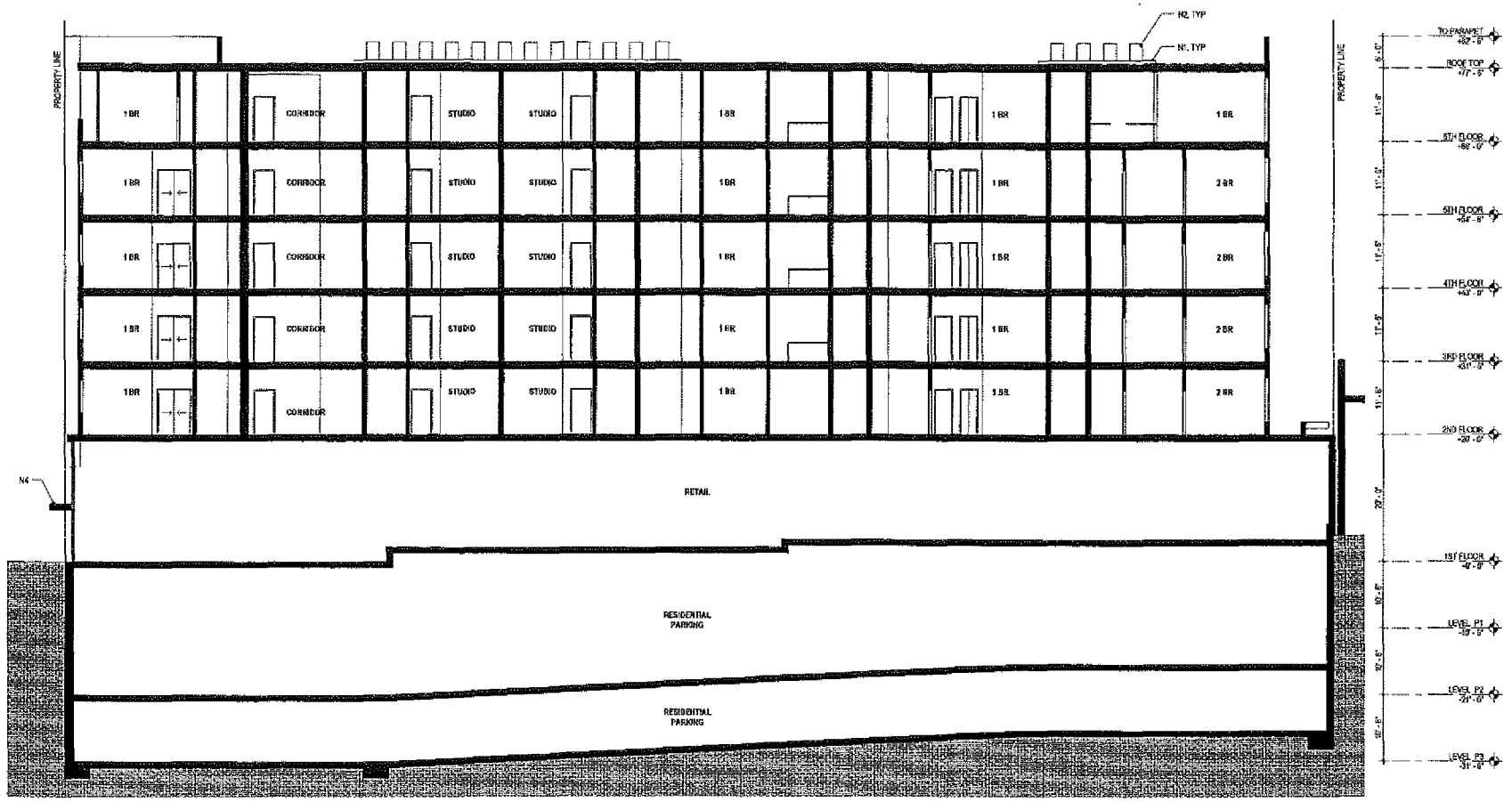
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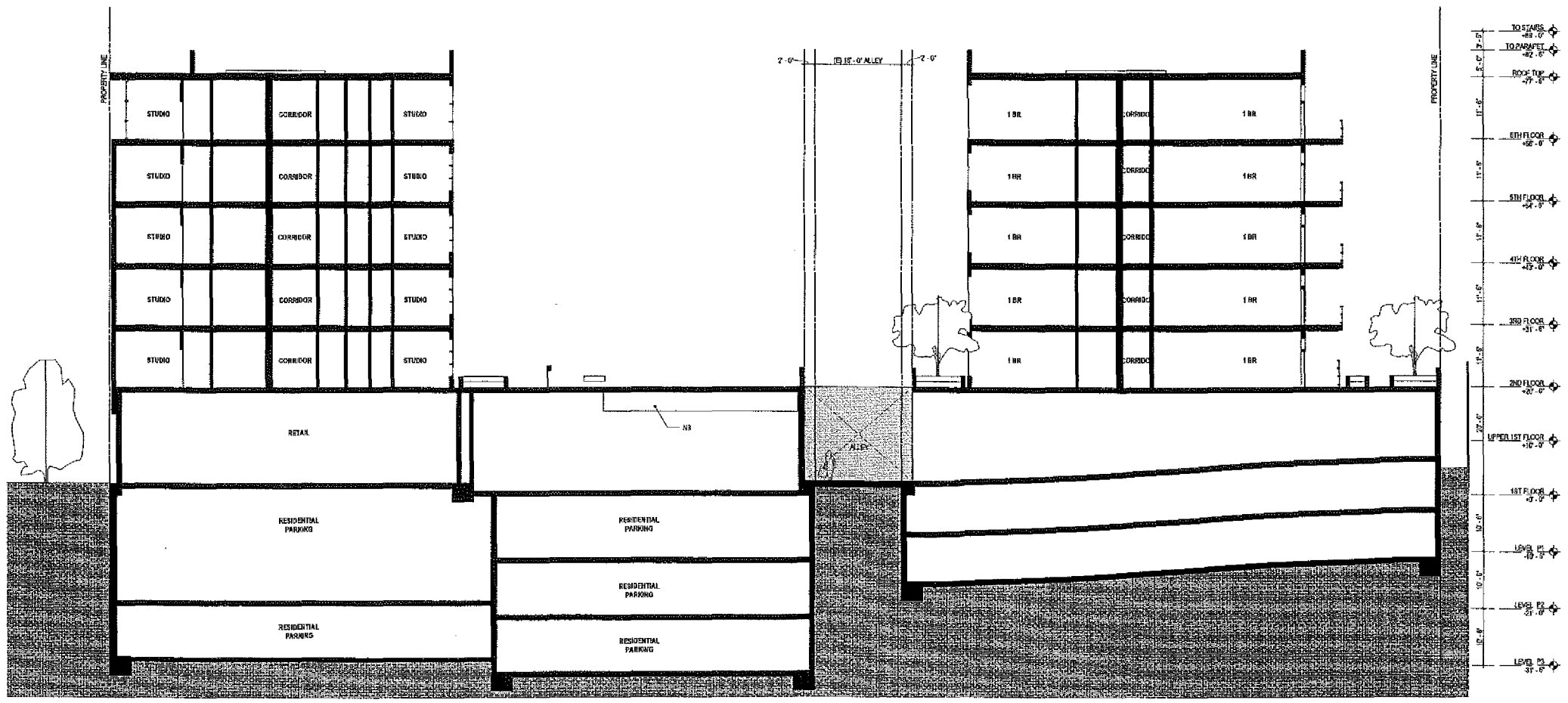








BUILDING SECTION A
3/8" = 1'-0"

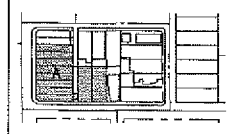


BUILDING SECTION B
1/8" = 1'-0"

NOTES

1. MECHANICAL PLATFORM
2. MECHANICAL EQUIPMENT
3. POOL BEYOND
4. AWNING

BUILDING A KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG A

1600-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1850
LOS ANGELES, CA 90025

Killefer Planning Architects
1633 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.315.2276

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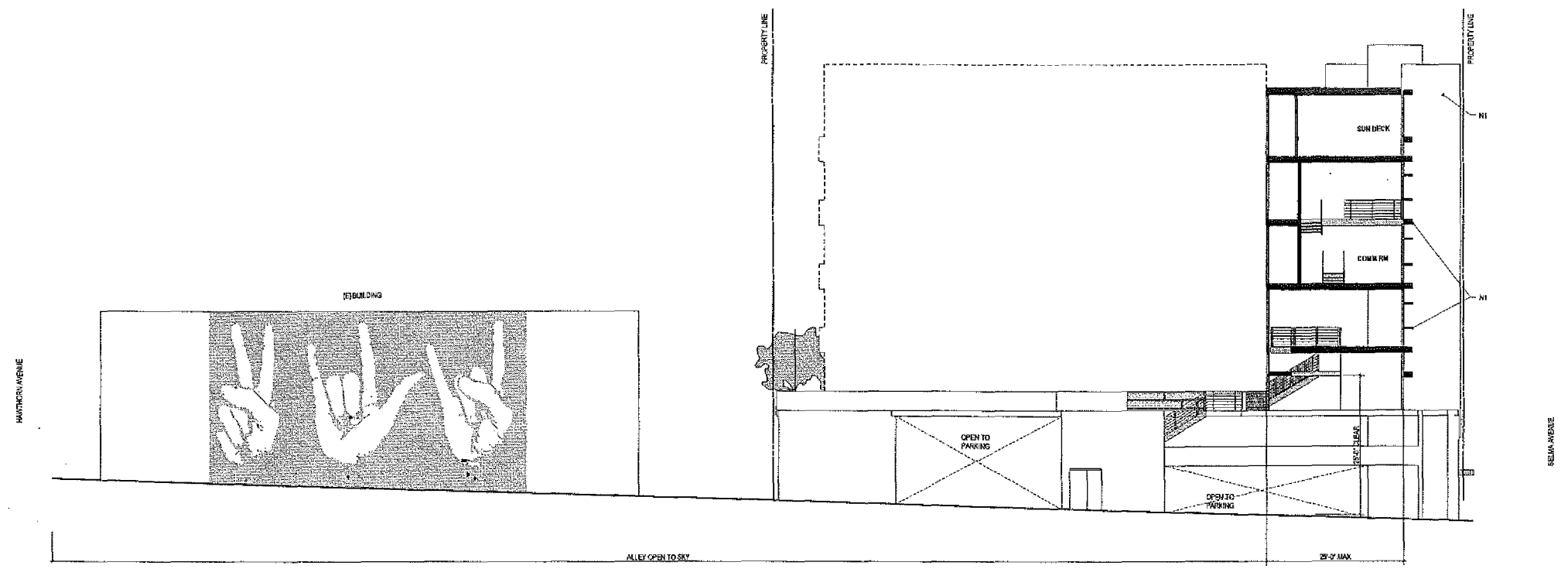
PLANNING SUBMITTAL

JOB	10010
DATE	04.18.13
DRAWN	AM
SCALE	As indicated

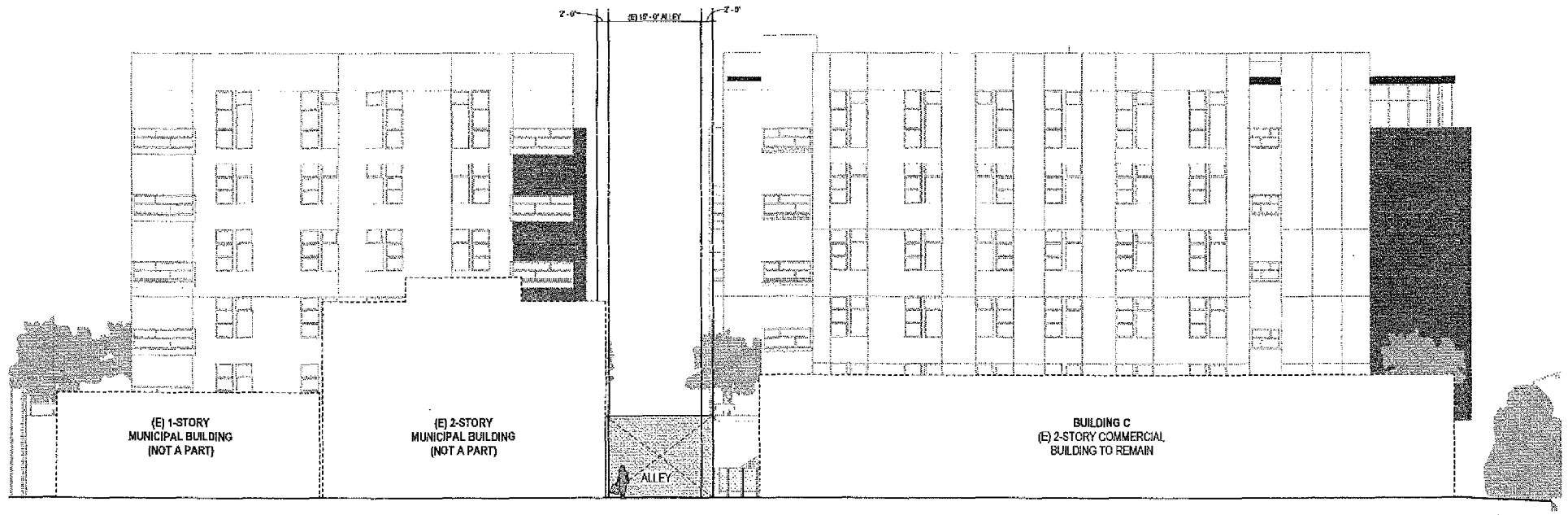
BUILDING SECTIONS

A300

BUILDING A



SECTION THROUGH ALLEY
3/32" = 1'-0" (3)



HAWTHORNE AVENUE
1/8" = 1'-0" (6)

NOTES

1 SUN SHADE

THE HIGHLAND SELMA VENTURE BLDG A

1620-1618 N HIGHLAND AVE, 6759-6779 SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11611 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

Killefer Flammang Architects
1639 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-399-7575

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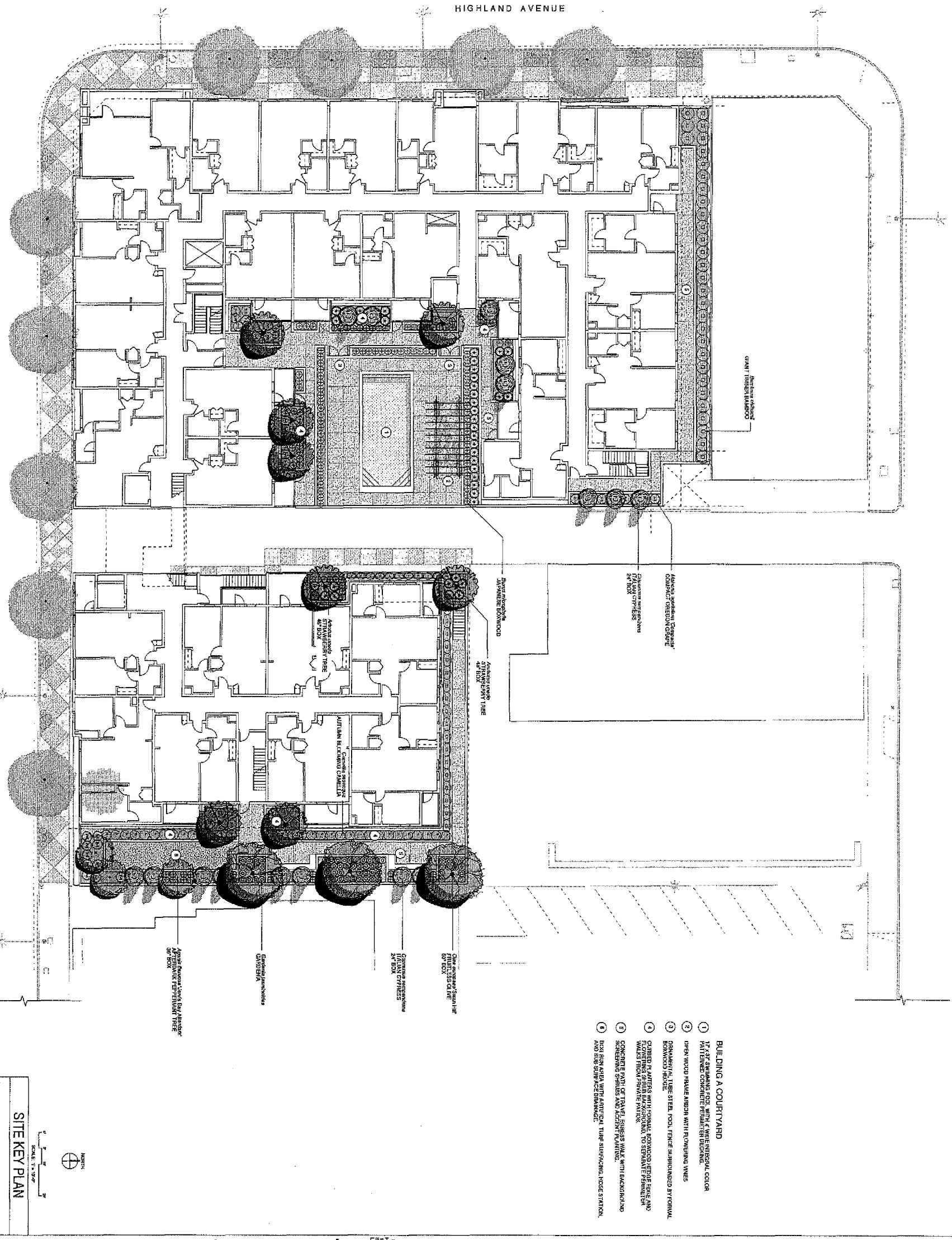
PLANNING SUBMITTAL

JOB NO.	11010
DATE	04.16.13
DRAWN	TR
SCALE	1/8" = 1'-0"

SITE SECTION/ ELEVATION

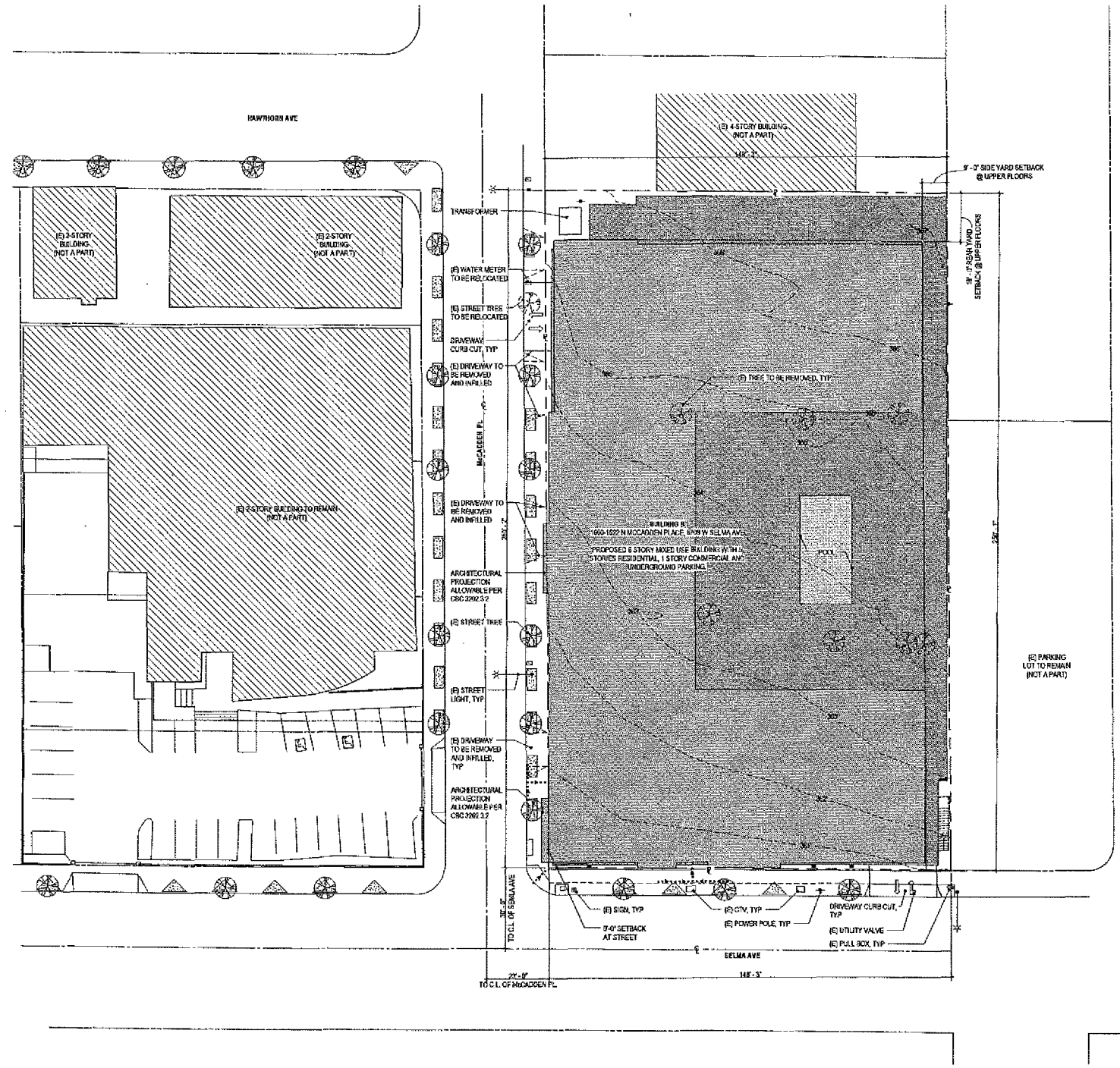
A310

BUILDING A



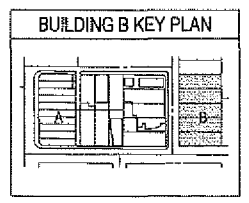
THE HIGHLAND AND SELMA VENTURE BLDG A

LOS ANGELES, CA 90028



BUILDING B PLOT PLAN
1/16" = 1'-0"

BUILDING B KEY PLAN



BUILDING B GROSS BUILDING AREA

GROSS BUILDING AREA SCHEDULE	
LEVEL	AREA (SF)
LEVEL P1	14165
LEVEL P2	28542
MAIN_P1	30072
1ST FLOOR	33399
2ND FLOOR	22448
3RD FLOOR	22448
4TH FLOOR	22448
5TH FLOOR	22448
6TH FLOOR	22474
Grand total	217446

BUILDING B INFORMATION

PROJECT NAME:	THE HIGHLAND SELMA VENTURE BUILDING B
ADDRESS:	1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE, LOS ANGELES CA 90028
OWNER:	HIGHLAND SELMA VENTURE, LLC
PROJECT DESCRIPTION:	6 STORY MIXED USE BUILDING WITH 5 STORIES RESIDENTIAL OVER ONE LEVEL COMMERCIAL RETAIL / PARKING ON GRADE WITH 2 LEVELS BELOW GRADE PARKING
CONSTRUCTION TYPE:	TYPE IIIA ABOVE PODIUM WITH TYPE I BELOW PODIUM
ZONING:	C4-2D
FLOOD ZONE:	NO
SITE AREA:	37,907 SF
OCCUPANCY TYPE:	A3 / M / R1 / S

BUILDING B FLOOR AREA RATIO

LOT AREA:
37,907 SF

MULTIPLIER:
3.0:1

ALLOWABLE FAR:
= LOT AREA X MULTIPLIER
= 37,907 SF X 3.0
= 113,721 SF

PROPOSED FAR:
= 110,775 SF / 37,907 SF = 2.89 : 1

FAR AREA SCHEDULE	
1ST FLOOR	
RESIDENTIAL	2412
RETAIL	494
2ND FLOOR	
RESIDENTIAL	21932
3RD FLOOR	
RESIDENTIAL	21422
4TH FLOOR	
RESIDENTIAL	21422
5TH FLOOR	
RESIDENTIAL	21422
6TH FLOOR	
RESIDENTIAL	21671
Grand total	110775

BUILDING B ZONING DATA

GROSS LOT SIZE:	37,907 SF
ALLOWABLE UNIT COUNT:	37,907 SF LOT AREA / 200 SF (PER LAMC 12.22A.18) = 185 185 ALLOWABLE UNITS
UNITS PROPOSED:	114 UNITS
ALLOWABLE BLDG HEIGHT:	65'-0"
PROPOSED BLDG HEIGHT:	60'-0"
SETBACKS:	FRONT YARD 0'-0" SIDE YARD 9'-0" REAR YARD 15'-0"

BUILDING B UNIT COUNT

UNIT COUNT	
NAME	CNT
1 BR	54
2 BR	25
STUDIO	35
Grand total	114

BUILDING B PARKING CALCULATIONS

PARKING REQUIRED - RESIDENTIAL		
NAME	# OF UNITS	REQD PARKING STALLS
1 BR	54	81
2 BR	25	50
STUDIO	35	35
Grand total	114	158

6 ACCESSIBLE STALLS REQUIRED FOR RESIDENTIAL

PARKING PROVIDED - RESIDENTIAL		
STALL TYPE	STALL SIZE	COUNT
LEVEL P1		
RESIDENTIAL	(1) STANDARD	63
		63
UPPER 1ST FLOOR		
RESIDENTIAL	(1) STANDARD	42
RESIDENTIAL	(3) ACCESSIBLE	6
RESIDENTIAL	(4) TANDEM	10
		78
Grand total		139

PARKING REQUIRED - COMMERCIAL		
NAME	SF	REQD PARKING STALLS
1ST FLOOR		
RETAIL	494 SF	1

PARKING REQUIRED - COVENANT	
AREA	REQD PARKING STALLS
COVENANT	121

5 ACCESSIBLE STALLS REQUIRED FOR COMMERCIAL

PARKING PROVIDED - COMMERCIAL / COVENANT		
STALL TYPE	STALL SIZE	COUNT
UPPER 1ST FLOOR		
COMMERCIAL	(3) ACCESSIBLE	5
		5
LEVEL P1		
COMMERCIAL	(1) STANDARD	13
		13
LEVEL P2		
COMMERCIAL	(1) STANDARD	68
COMMERCIAL	(2) COMPACT	3
		71
LEVEL P3		
COMMERCIAL	(1) STANDARD	30
COMMERCIAL	(2) COMPACT	1
		31
Grand total		120

BUILDING B OPEN SPACE

OPEN SPACE REQUIRED			
NAME	# BR	# OF UNITS	REQD OPEN SPACE
1 BR	1	54	5400 SF
2 BR	2	25	3125 SF
STUDIO	1	35	3500 SF
Grand total			12025 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21. G
100 SF/UNIT = 3 HABITABLE ROOMS (STUDIO AND 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT = 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1 A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM

OPEN SPACE PROVIDED		
NAME	COUNT	AREA (SF)
2ND FLOOR		
COMMON OPEN SPACE	2	9845
COMMON OPEN SPACE	1	780
REC ROOM		
PRIVATE OPEN SPACE	7	350
3RD FLOOR		
PRIVATE OPEN SPACE	7	350
4TH FLOOR		
PRIVATE OPEN SPACE	7	350
5TH FLOOR		
PRIVATE OPEN SPACE	7	350
6TH FLOOR		
PRIVATE OPEN SPACE	7	350
Grand total		12425

LANDSCAPED AREA	
NAME	AREA
2ND FLOOR	
LANDSCAPED AREA	2926 SF

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE/COMMON OPEN SPACE x 100
2,926 SF / 9,643 SF x 100 = 29%

LEGAL DESCRIPTION

BUILDING A:
PARCEL 2 (APN: 5547-013-909)
LOTS 16, 17, 18 AND 19 OF THE G. F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL C (APNS: 5547-013-015 AND 5547-013-016)
LOTS 58 AND 29 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL E (APN: 5547-013-011)
LOTS 22 AND 23 OF THE G.F. STEVENSON TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
PARCEL F (APN: 5547-013-010)
LOTS 20 AND 21 OF G.F. STEVENSON'S TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BUILDING B:
PARCEL D (APNS: 5547-013-035 THROUGH 5547-013-038)
LOTS 4 THROUGH 6 INCLUSIVE OF THE G.F. STEVENSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 122 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

SHEET NOTES

A. REMOVE ALL EXISTING BUILDING ELEMENTS AND THEIR COMPONENTS THAT ARE LOCATED ON THE SITE CAP AND SEAL ALL CONNECTIONS TO THE STREET UTILITIES.

B. REPLACE SIDEWALK, CURB, AND GUTTER TO MATCH ADJACENT SIDEWALK PER CITY REQUIREMENTS

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- PROPOSED POOL AT 2ND FLOOR
- EXISTING NEIGHBORING BUILDING (NOT A PART)
- LANDSCAPING AREA
- ACCESSIBLE PATH OF TRAVEL

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1630
LOS ANGELES, CA 90025

Killefer Flammang Architects
1655 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.395.7876

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PLANNING SUBMITTAL

REVISIONS	
DATE	11.01.13
DRAWN	04.18.13
SCALE	AM
	As indicated

PLOT PLAN

A000

BUILDING B

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6769 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1500
LOS ANGELES, CA 90025

FAR DIAGRAMS

FAR LEGEND

RESIDENTIAL

RETAIL

CLOSET DOT FAR

SMART DOT FAR

USABLE/EXEMPT PER LAMC 12.03
AREA IS MEASURED FROM INSIDE FACE OF EXTERIOR WALLS OF A BUILDING. BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF BICYCLES, AND RESIDENT STORAGE AREAS.

FAR AREA SCHEDULE	
1ST FLOOR	
RESIDENTIAL	2412
RETAIL	494
2ND FLOOR	
RESIDENTIAL	21632
3RD FLOOR	
RESIDENTIAL	21,623
4TH FLOOR	
RESIDENTIAL	21,623
5TH FLOOR	
RESIDENTIAL	21,623
6TH FLOOR	
RESIDENTIAL	21,632
7TH FLOOR	
RESIDENTIAL	21611
Grand Total	115775

PROPOSED FAR:
115,775 SF - 32,297 SF = 2.59 : 1

NON-FAR AREA SCHEDULE	
1ST FLOOR	
RETAIL	494
2ND FLOOR	
SMART DOT FAR	599
CLOSET DOT FAR	834
SHAFT DOT FAR	834
3RD FLOOR	
CLOSET DOT FAR	834
SHAFT DOT FAR	1076
4TH FLOOR	
CLOSET DOT FAR	834
SHAFT DOT FAR	1076
5TH FLOOR	
CLOSET DOT FAR	834
SHAFT DOT FAR	1076
6TH FLOOR	
CLOSET DOT FAR	834
SHAFT DOT FAR	466
Grand Total	6602

1ST FLOOR FAR DIAGRAM
1/32" = 1'-0" (1)

2ND FLOOR FAR DIAGRAM
1/32" = 1'-0" (2)

3RD FLOOR FAR DIAGRAM
1/32" = 1'-0" (3)

4TH FLOOR FAR DIAGRAM
1/32" = 1'-0" (4)

5TH FLOOR FAR DIAGRAM
1/32" = 1'-0" (5)

6TH FLOOR FAR DIAGRAM
1/32" = 1'-0" (6)

FAR CALCULATIONS

JOB NO.	11010
DATE	04.19.19
SCALE	As noted
1/32" = 1'-0"	

PLANNING SUBMITTAL

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-393-1773

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A010
BUILDING B

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

HOLLAND SAMA VENTURE, LLC
11500 WILSHIRE BLVD, SUITE 1500
LOS ANGELES, CA 90025

BUILDING B

A020

GROSS AND OPEN SPACE AREA CALCULATIONS

PLANNING SUBMITTAL

Project No.	15019
Date	DC 19 15
Issue	Add
Scale	As indicated

KEITH I. DAMES Architects
1624 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-315-1929

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GROSS BUILDING AREA
1/32" = 1'-0"

8TH FLOOR

7TH FLOOR

6TH FLOOR

5TH FLOOR

4TH FLOOR

3RD FLOOR

2ND FLOOR

LANDSCAPED AREA - 2ND FLOOR

OPEN SPACE LEGEND

- COMMON OPEN SPACE
- COMMON OPEN SPACE REC ROOM
- LANDSCAPED AREA
- PRIVATE OPEN SPACE

OPEN SPACE REQUIRED

NAME	# OF UNITS	REQ'D OPEN SPACE
0 BR	1	100 SF
1 BR	1	100 SF
2 BR	2	125 SF
3 BR	1	150 SF
TOTALS	5	475 SF

OPEN SPACE PROVIDED

NAME	COUNT	AREA (SF)
2ND FLOOR		
COMMON OPEN SPACE	2	3940
COMMON OPEN SPACE REC ROOM	1	799
PRIVATE OPEN SPACE	7	350
3RD FLOOR		
PRIVATE OPEN SPACE	7	350
4TH FLOOR		
PRIVATE OPEN SPACE	7	350
5TH FLOOR		
PRIVATE OPEN SPACE	7	350
6TH FLOOR		
PRIVATE OPEN SPACE	7	350
7TH FLOOR		
PRIVATE OPEN SPACE	7	350
8TH FLOOR		
PRIVATE OPEN SPACE	7	350
(Grand Total)	(245)	

NOTE:
1 KITCHEN IS NOT CONSIDERED A HABITABLE ROOM

OPEN SPACE REQUIRED PER LAMC 12.21 G

100 STUDIO UNITS @ 100 SF/UNIT = 10,000 SF
125 UNIT 1 - 5 HABITABLE ROOMS (STUDIOS AND 1 BR UNITS) @ 125 SF/UNIT = 15,625 SF
115 UNIT > 5 HABITABLE ROOMS (2 BR UNITS) @ 175 SF/UNIT = 20,125 SF
TOTAL REQUIRED OPEN SPACE = 45,750 SF

LANDSCAPED AREA	2939 SF

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE/COMMON OPEN SPACE X 100
2939 SF / 3940 SF X 100 = 75%

GROSS BUILDING AREA LEGEND

- Area

GROSS BUILDING AREA MEASUREMENT
DEFINITION
TO EXTERIOR FACE OF FINISH
WALLS, INCLUSIVE OF ALL SHAFTS
WITH THE EXCEPTION OF SHAFT
SPACES IN ALL FLOORS ABOVE THE
LOWEST LEVEL

GROSS BUILDING AREA SCHEDULE

LEVEL	AREA (SF)
LEVEL P2	19166
LEVEL P1	35942
1ST FLOOR	37099
2ND FLOOR	30072
3RD FLOOR	22449
4TH FLOOR	22449
5TH FLOOR	22449
6TH FLOOR	22449
7TH FLOOR	22449
8TH FLOOR	22449
Grand total	317543

P2 LEVEL

P1 LEVEL

1ST FLOOR

2ND FLOOR

3RD FLOOR

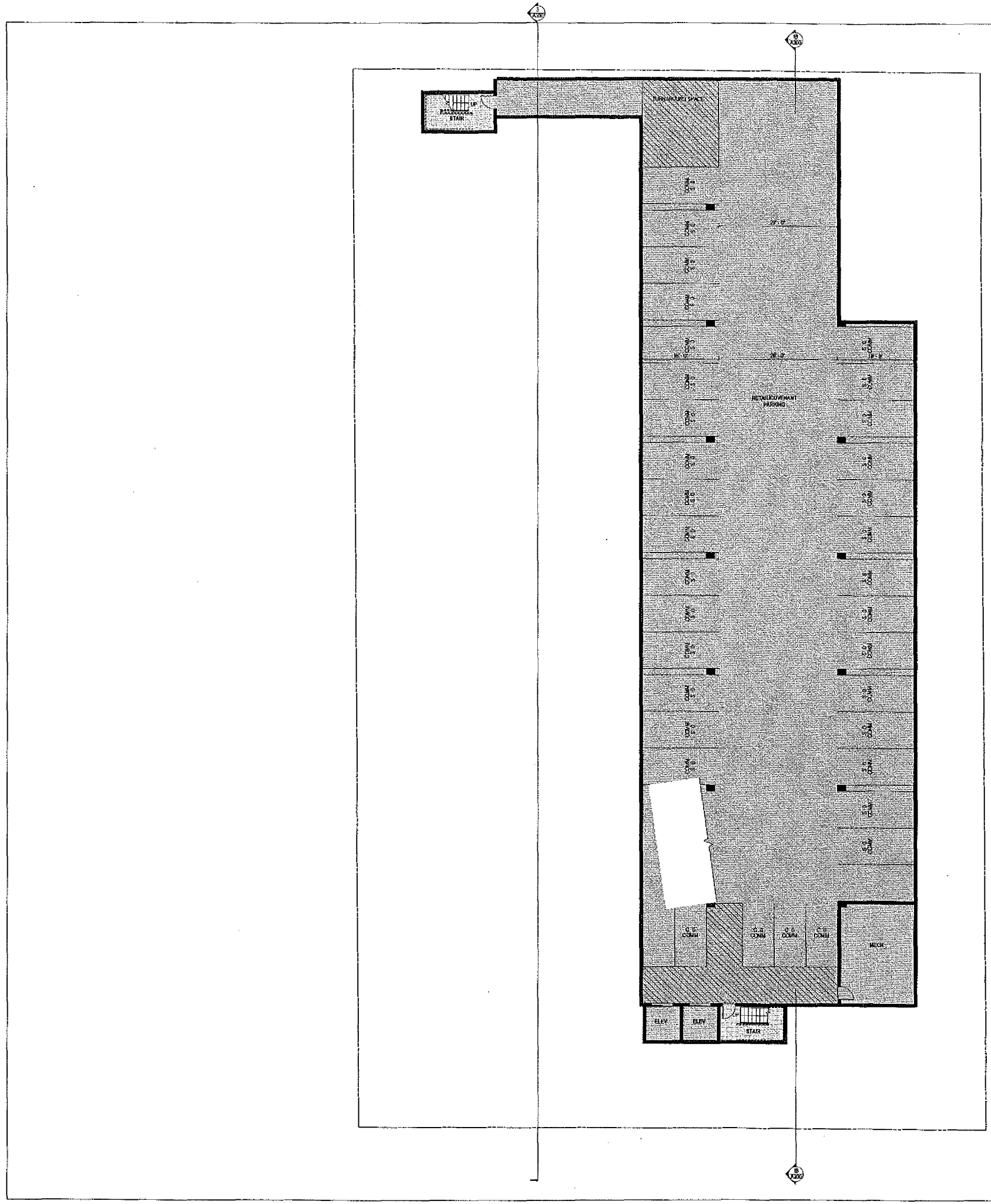
4TH FLOOR

5TH FLOOR

6TH FLOOR

7TH FLOOR

8TH FLOOR



LEVEL P3 PLAN
1/8" = 1'-0"

6

NOTES

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM U.N.O.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH

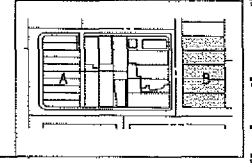
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

D. PROVIDE 8'-2" MIN CLR AT HANDICAP DRIVE AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS.

LEGEND

CONC. BLK. WALL	CONCRETE BLOCK WALL
CONC. COL.	CONCRETE COLUMN
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
T	TANDEM PARKING STALL
RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
DAS	HANDICAP PARKING STALL 9'-0" X 18'-0"
	AREA TO BE CLEAR OF OBSTRUCTIONS

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6729 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD. SUITE 1650
LOS ANGELES, CA 90025

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 829-7827

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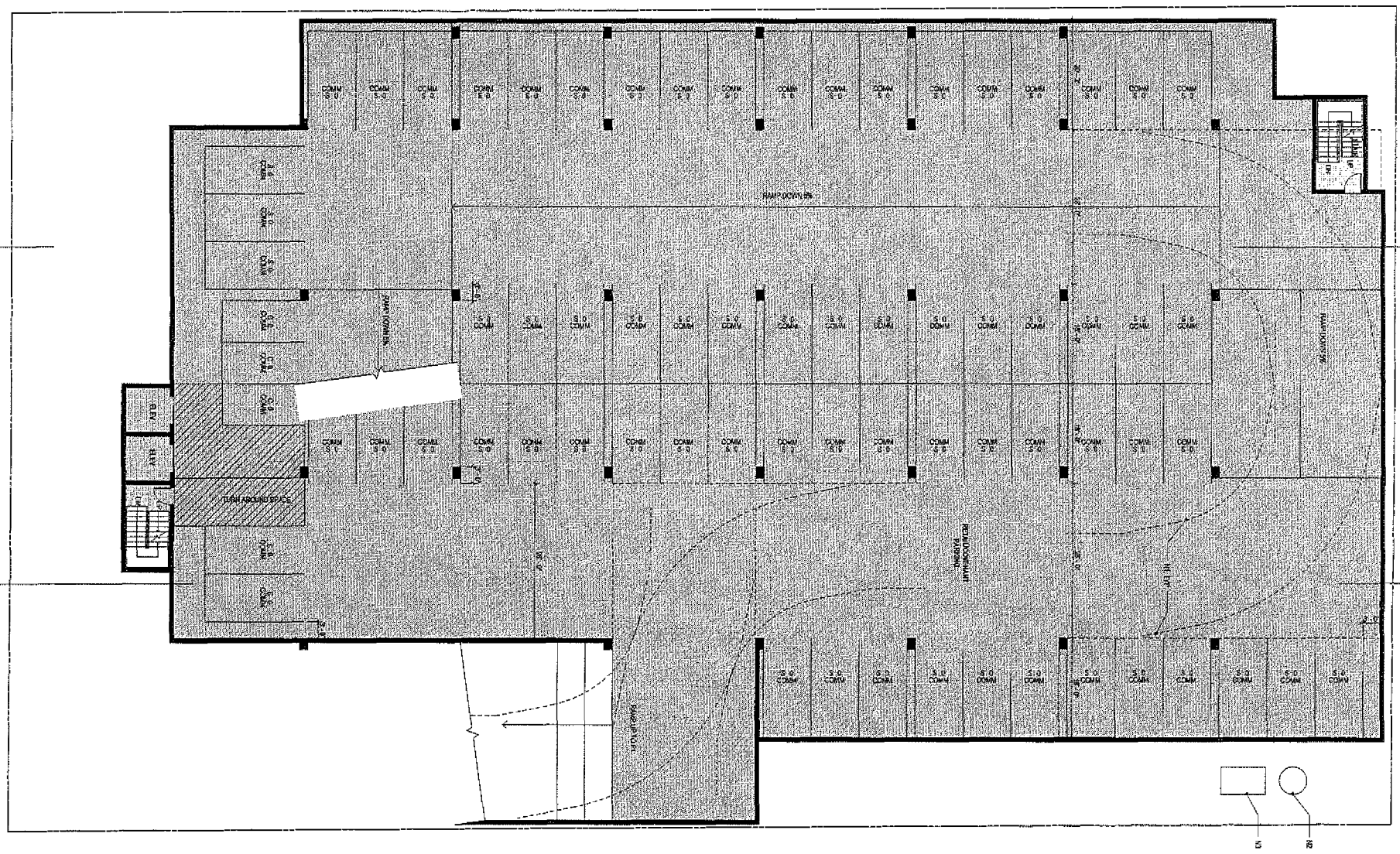
PLANNING SUBMITTAL

Job No.	11810
Date	04.16.15
Check	AM
Scale	As indicated

LEVEL P3

A100

BUILDING B



NOTES

1. LINE OF RECURRED TUNNING PARTIUS
2. SUMP / INFILTRATION CHAMBER
3. CATCH BASIN

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM LINO
B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES
D. PROVIDE 96"x 96"MIN CLR AT HANDICAP PERKE AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS.

LEGEND

CONC CONCRETE BLOCK WALL
CONCRETE COLUMN
S STANDARD PARKING STALL
C COMPACT PARKING STALL
T TANDEM PARKING STALL
RES RESIDENTIAL PARKING STALL
COMM COMMERCIAL PARKING STALL
DAS HANDICAP PARKING STALL 9'-0" X 18'-0"
AREA TO BE CLEAR OF CONSTRUCTIONS

PLANNING SUBMITTAL

BUILDING B KEY PLAN

LEVEL P2 PLAN
1/8" = 1'-0"

6

1555 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.829.5400 FAX 310.829.7355

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HIGHLAND SELMA VENTURE, LLC
1100 GLENDON AVE, SUITE 1850
LOS ANGELES, CA 90024

THE HIGHLAND SELMA VENTURE BLDG B

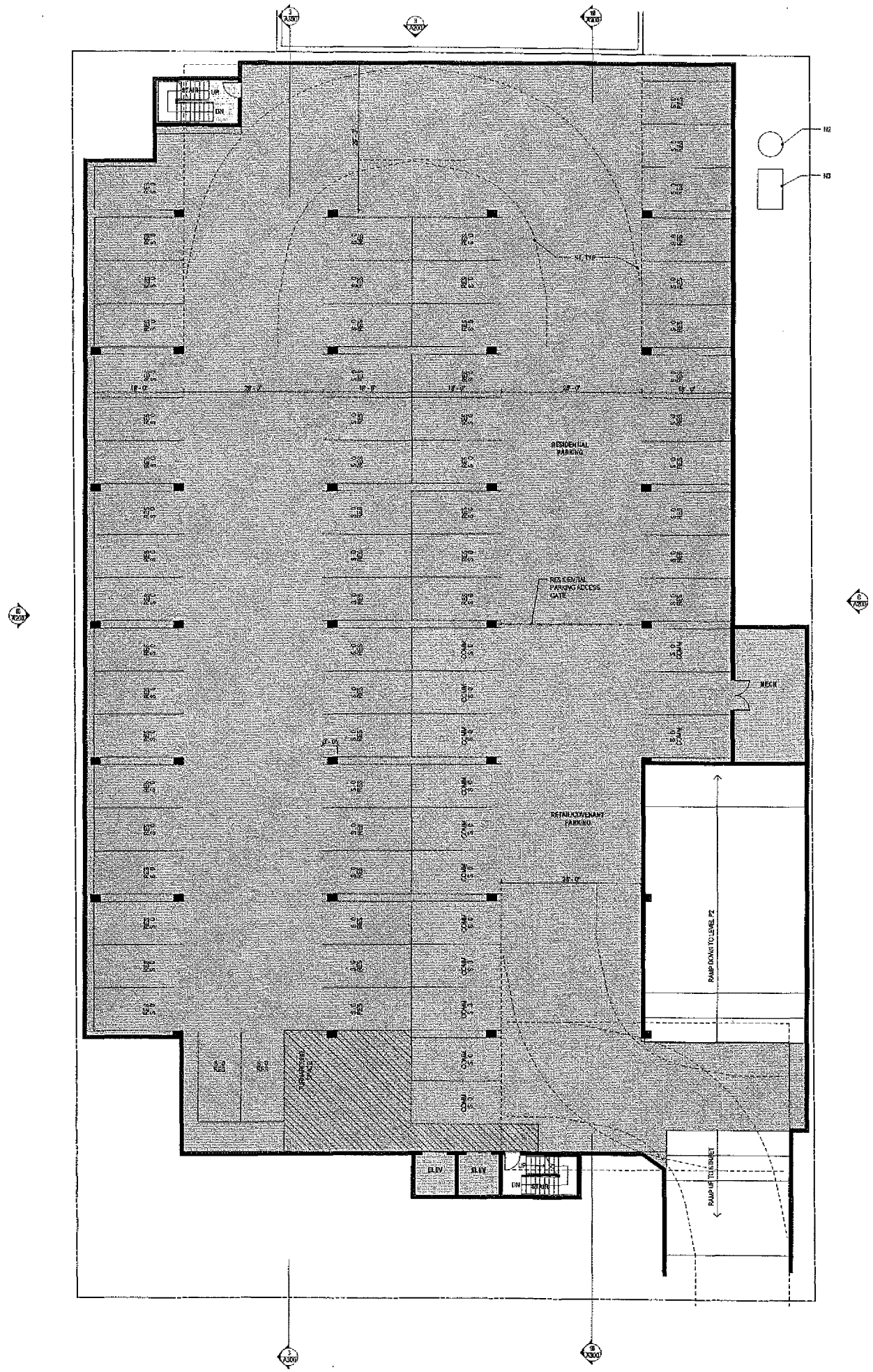
1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

DATE	11/7/13
DRAWN	DH 10 13
CHECKED	AM
SCALE	As indicated

LEVEL P2

A101

BUILDING B



LEVEL P1 PLAN
1/8" = 1'-0"

6

NOTES

1. LINE OF REQUIRED TURNING RADIUS
2. SUMP INFILTRATION CHAMBER
3. CATCH BASIN

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM LINO.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

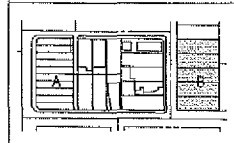
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

D. PROVIDE 8'-2" MIN CLR AT HANDICAP DRIVE AISLE AND PARKING STALLS AND 7'-0" MIN CLR AT ALL OTHER LOCATIONS TO THE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL, AND MECHANICAL PROJECTIONS

LEGEND

	CONCRETE BLOCK WALL
	CONCRETE COLUMN
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
T	TANDEM PARKING STALL
RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
DAS	HANDICAP PARKING STALL 9'-0" X 18'-0"
	AREA TO BE CLEAR OF OBSTRUCTIONS

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1800-1822 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

KTGEleFar Planning Architects
1525 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-395-7976

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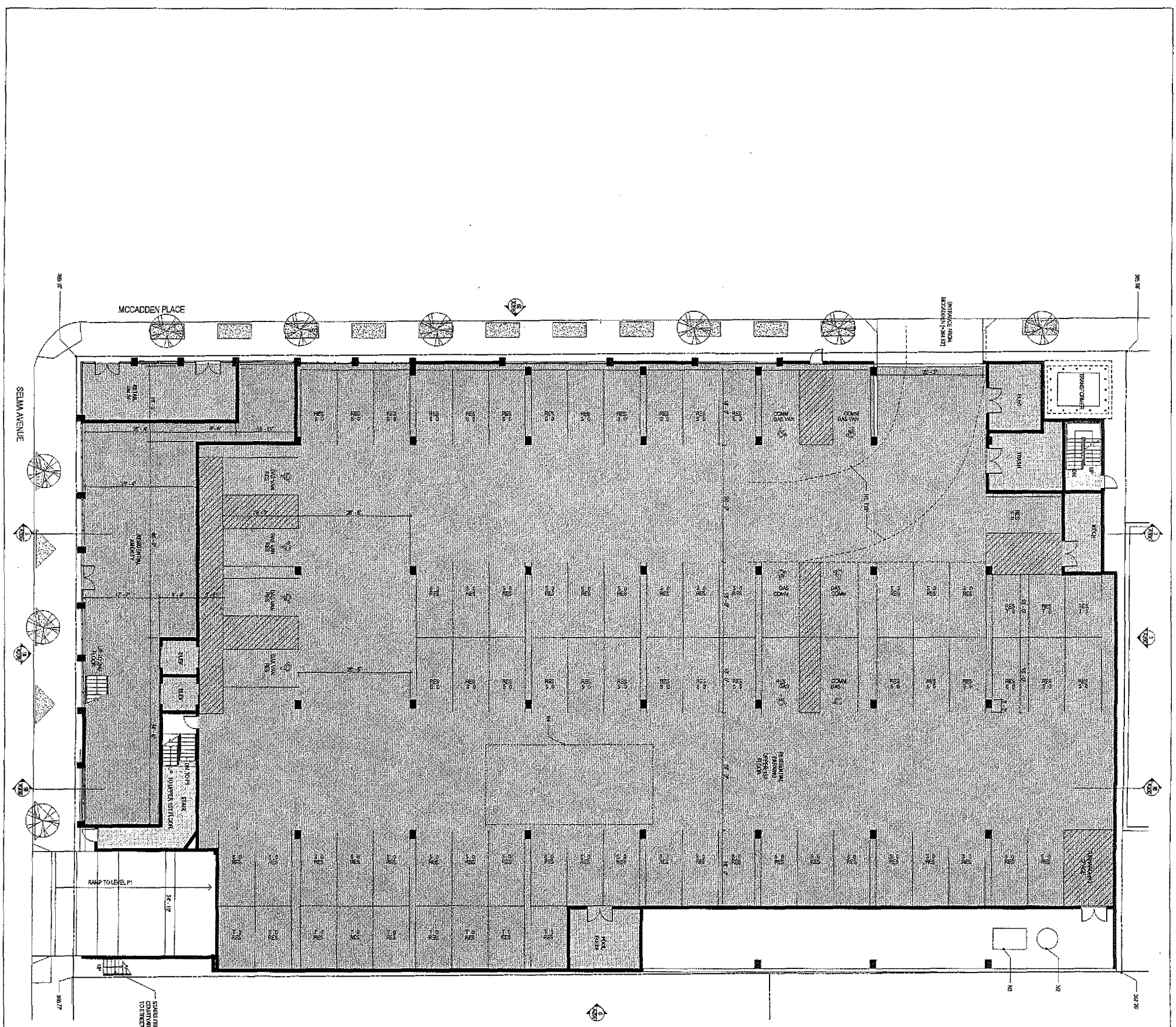
PLANNING SUBMITTAL

JOB NO.	11010
DATE	04.16.13
DRAWN	AM
SCALE	As indicated

LEVEL P1

A102

BUILDING B



NOTES

1. LINE OF RECESSED TOWNHOUSE ENTRY
2. SUMP PIT & TRAP FOR CHAMBER
3. CATCH BASIN
4. LINE OF POOL ABOVE

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM (MIN.).

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH

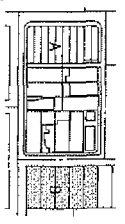
C. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES

D. PROVIDE P.V.I. MIN (1) A.T.I HANDICAP SERVICE ACCESSIBLE WATER SHUT-OFF VALVE AT ALL OTHER LOCATIONS TO BE UNDERSIDE OF ALL STRUCTURAL, PLUMBING, ELECTRICAL AND MECHANICAL PROJECTIONS.

LEGEND

CONCRETE	CONCRETE BLOCK WALL
S	STANDARD COLUMN
S	STANDARD PARKING STALL
C	COMPACT PARKING STALL
T	TANDEM PARKING STALL
RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
DAS	HANDICAP PARKING STALL 9'-0" X 18'-0"
	AREA TO BE CLEAR OF OBSTRUCTIONS

BUILDING B KEY PLAN



1ST FLOOR PLAN
1/8" = 1'-0"
6

PLANNING SUBMITTAL

1925 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.581.7015
FAX 310.581.7016
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Killefer Flammang Architects

HIGHLAND SELMA VENTURE, LLC
1600 N. MCCADDEN PLACE, SUITE 1565
LOS ANGELES, CA 90028

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 5709 W SELMA AVE
LOS ANGELES, CA 90028

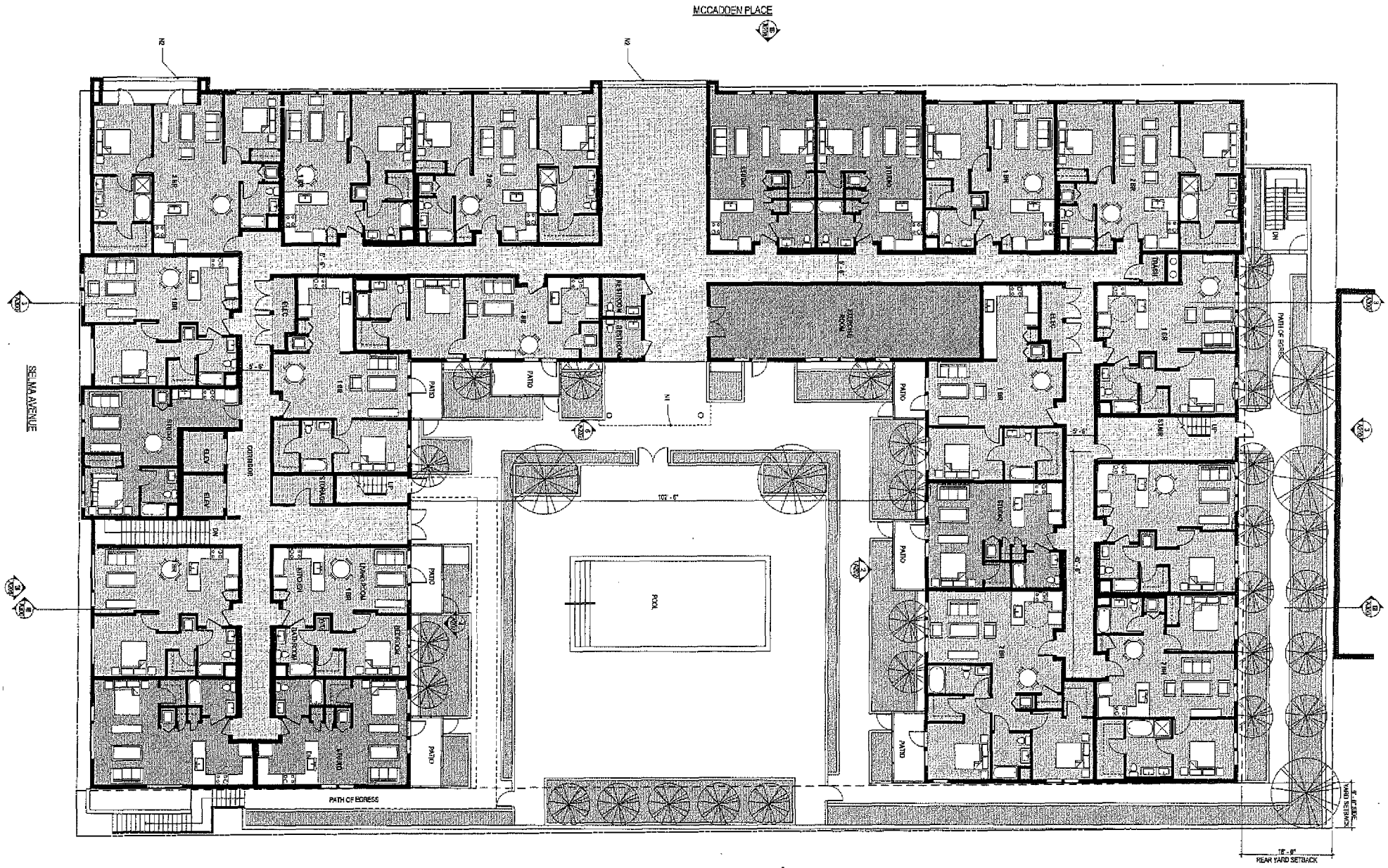
SCALE: As indicated

DATE: 06.16.12

FIRST FLOOR PLAN

SHEET NUMBER: A110

BUILDING B



NOTES

1. LINE OF FLOOR ABOVE
2. ARCHITECTURAL PROJECTION ALLOWABLE PER CBC 3201.3.2

SHEET NOTES

A. ALL DIMENSIONS ARE TO FACE OF FOM OR CENTERLINE OF PARTITION

B. ALL DIMENSIONS INDICATED AS "CLR." ARE FROM FINISH TO FINISH.

C. ONE LIGHT UNITS SHALL BE SEPARATED WITH 5/8" TYPE X GYPSUM BOARD

D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE

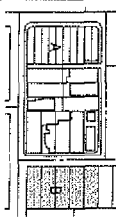
E. PROVIDE EXTERIOR LANDINGS @ EXIT DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30"X 48" CLEAR FLOOR SPACE

BUILDING B KEY PLAN



2ND FLOOR PLAN
1/8"=1'-0"

6

N

PLANNING SUBMITTAL

SECOND FLOOR PLAN

A120

BUILDING B

1600 OLYMPIC BOULEVARD
SUITE 100
SANTA MONICA, CA 90404
PHONE (310) 315-1778

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Killefer Flammang Architects

DATE 01.18.13

SCALE 1/8"=1'-0"

DRAWN AM

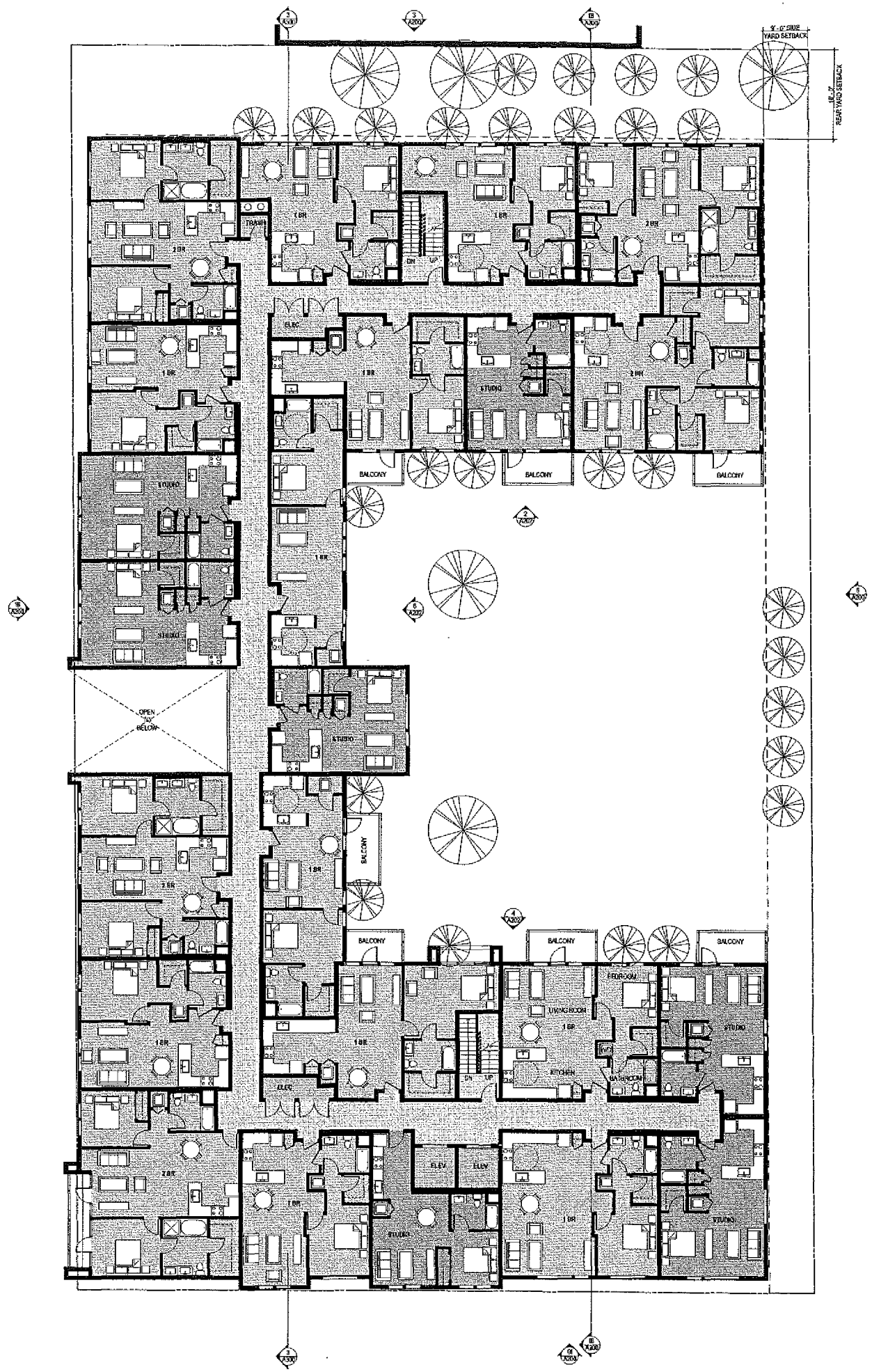
CHECK Architect

PROJECT

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

OWNER
HIGHLAND SELMA VENTURE, LLC
1901 AVENUE OF THE STARS, SUITE 1850
LOS ANGELES, CA 90067



3RD FLOOR PLAN
3/32" = 1'-0"

NOTES

1.

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOS, FOM OR CENTERLINE OF WALL UNO

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH

C. DWELLING UNITS SHALL BE SEPARATED WITH 1-HR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

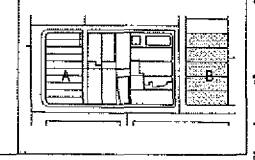
D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE

E. PROVIDE LEVEL LANDINGS @ EXT DOORS AND GATES

LEGEND

- 5'-0" DIAMETER CLEAR TURNING RADIUS
- 30" X 48" CLEAR FLOOR SPACE

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 5709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1100 WILSHIRE BLVD, SUITE 1500
LOS ANGELES, CA 90025

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310.453.7075

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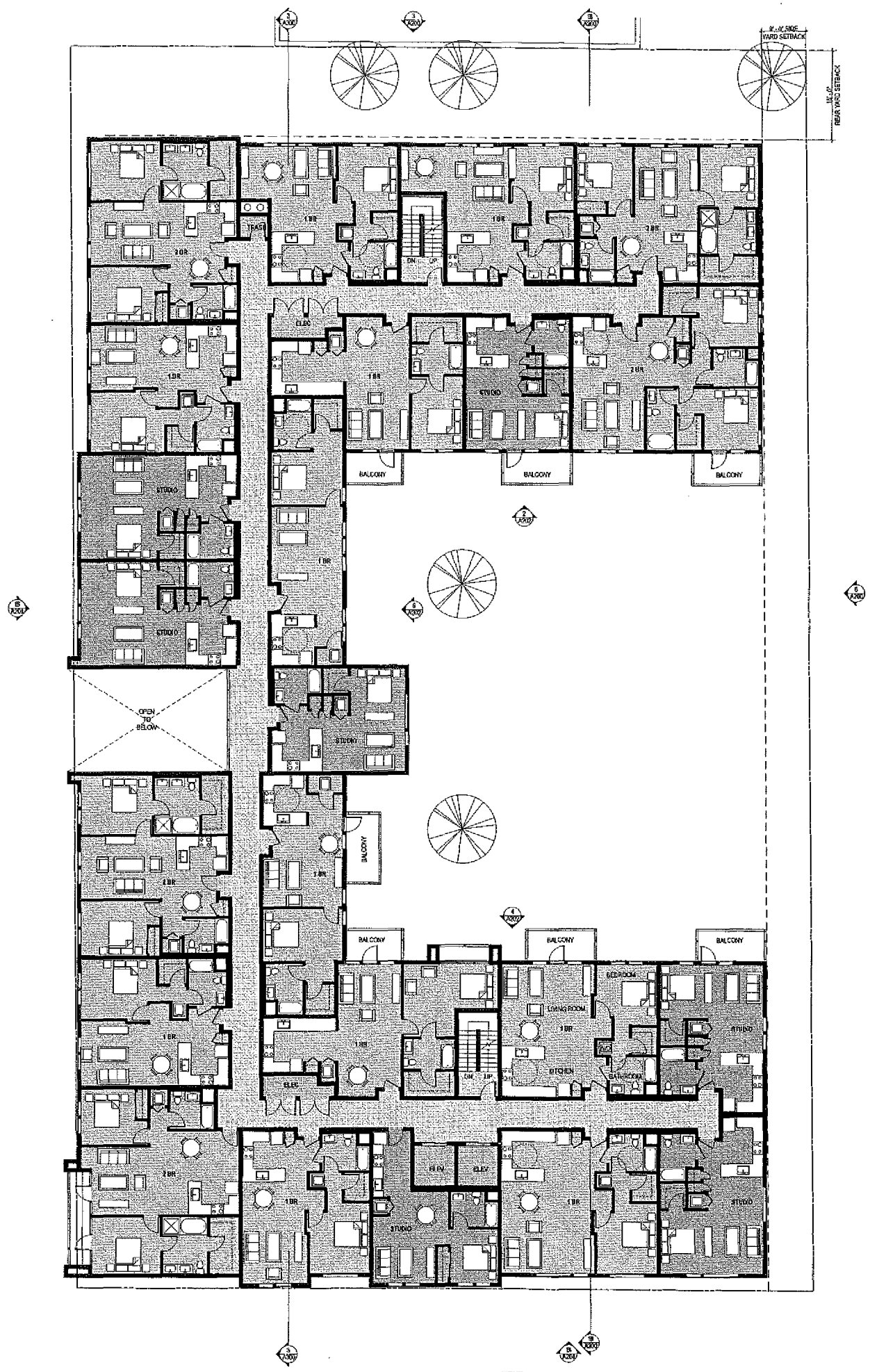
PLANNING SUBMITTAL

Revisions	
Job No.	11010
Date	04.15.13
Drawn By	AM
Scale	As indicated

THIRD FLOOR PLAN

A130

BUILDING B



NOTES

1.

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOS, FOM OR CENTERLINE OF WALL UNO.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. DWELLING UNITS SHALL BE SEPARATED WITH 1-HR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.

D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE.

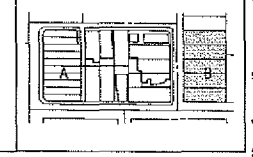
E. PROVIDE LEVEL LANDINGS @ EXT DOORS AND GATES

LEGEND

5'-0" DIAMETER CLEAR TURNING RADIUS

30" X 48" CLEAR FLOOR SPACE

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

Killefer Flammang Architects
1425 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-399-1975
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PLANNING SUBMITTAL

11010

04.19.13

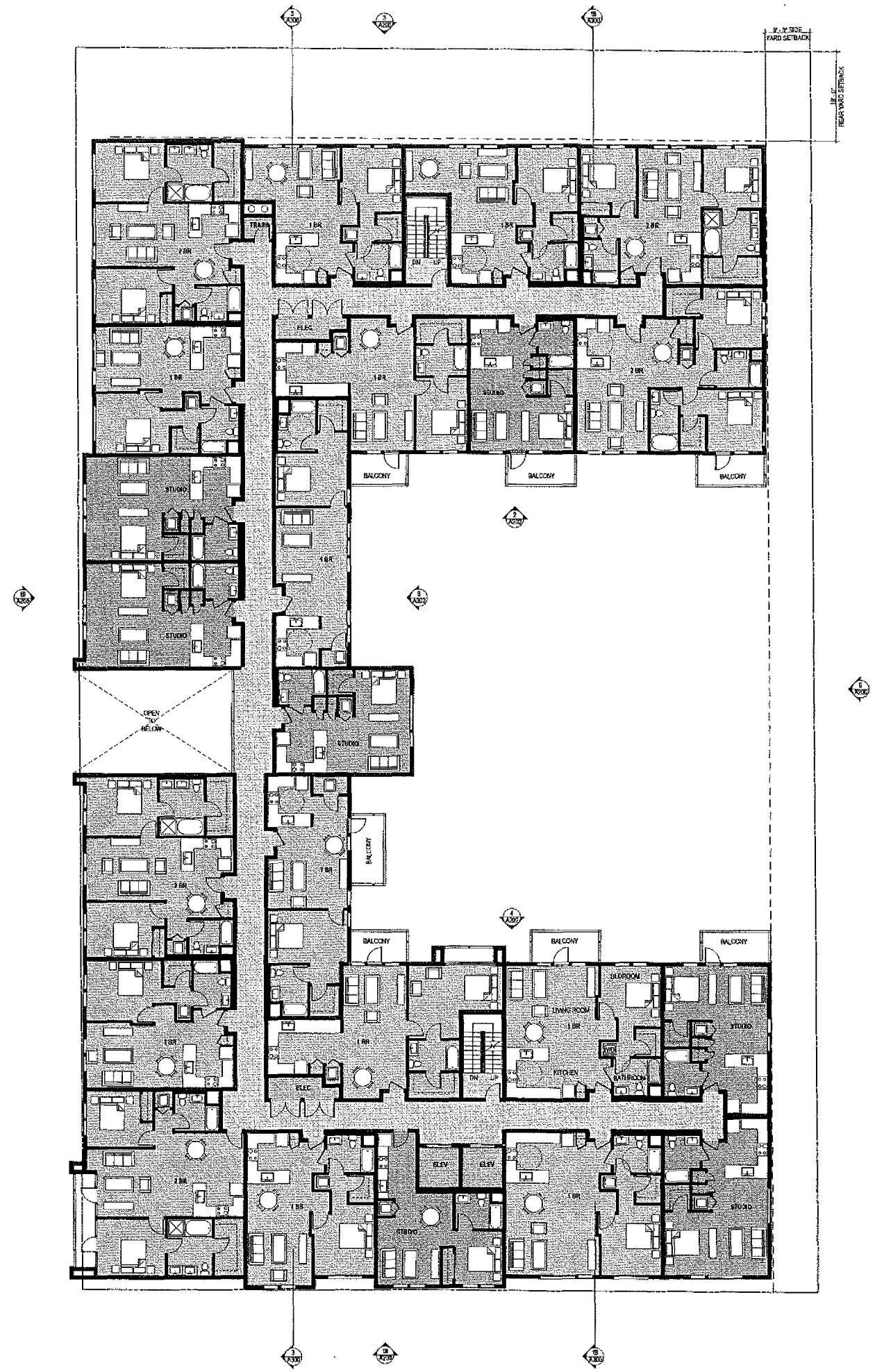
AM

As indicated

FOURTH FLOOR PLAN

A140

BUILDING B



5TH FLOOR PLAN
1/8" = 1'-0" (6)

NOTES

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOS, FOM OR CENTERLINE OF WALL U/NO

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH

C. DWELLING UNITS SHALL BE SEPARATED WITH 1-HR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS

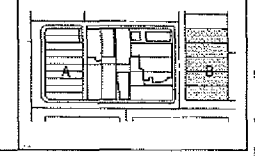
D. PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE.

E. PROVIDE LEVEL LANDINGS @ EXT DOORS AND GATES.

LEGEND

- 5'-0" DIAMETER CLEAR TURNING RADIUS
- 30" X 48" CLEAR FLOOR SPACE

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6708 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
10531 WILSHIRE BLVD, SUITE 1550
LOS ANGELES, CA 90025

Killefer Flammang Architects
1639 OLYMPIC BOULEVARD
SANTA MONICA CA 90404
PHONE 310.399.7575

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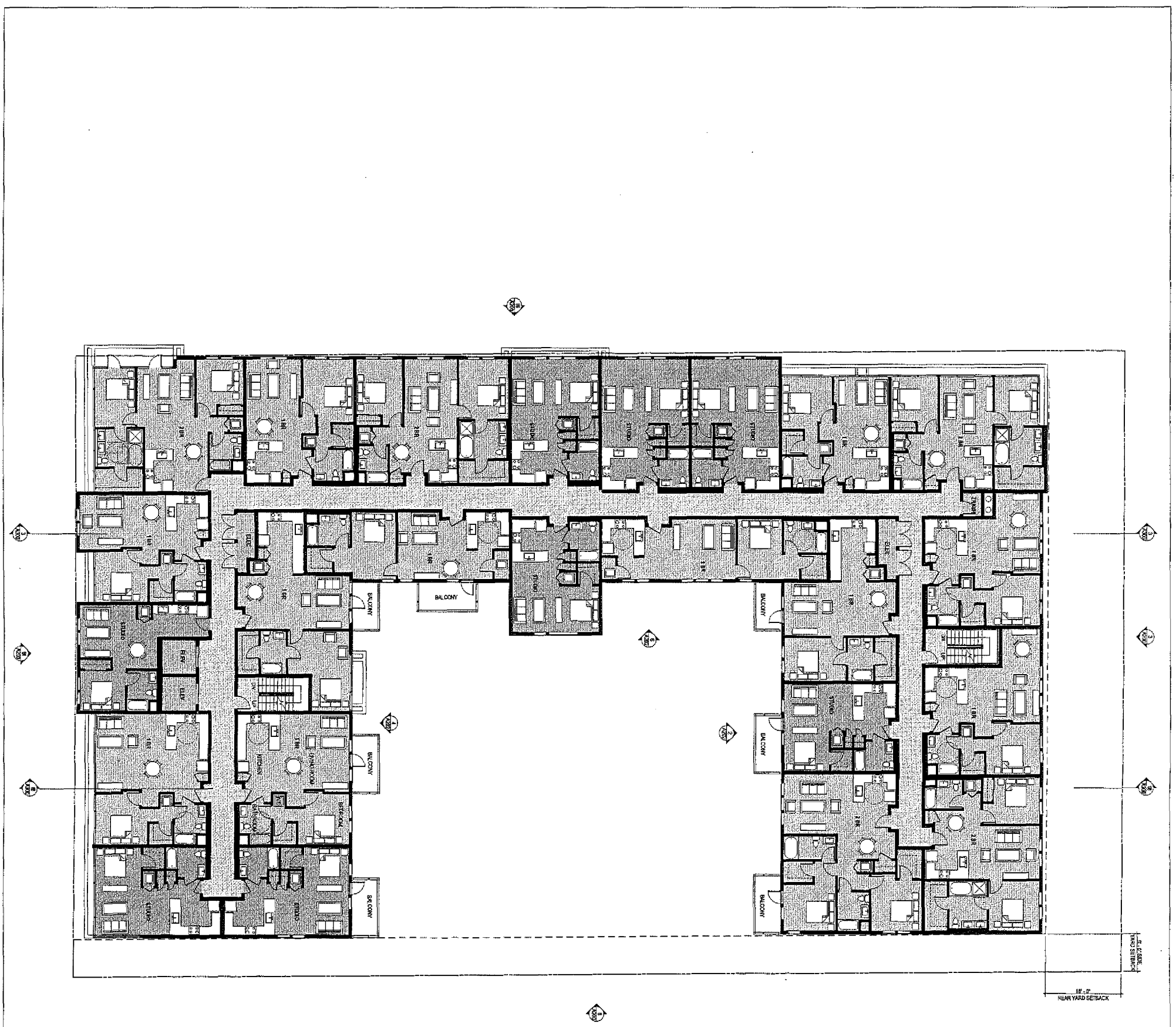
PLANNING SUBMITTAL

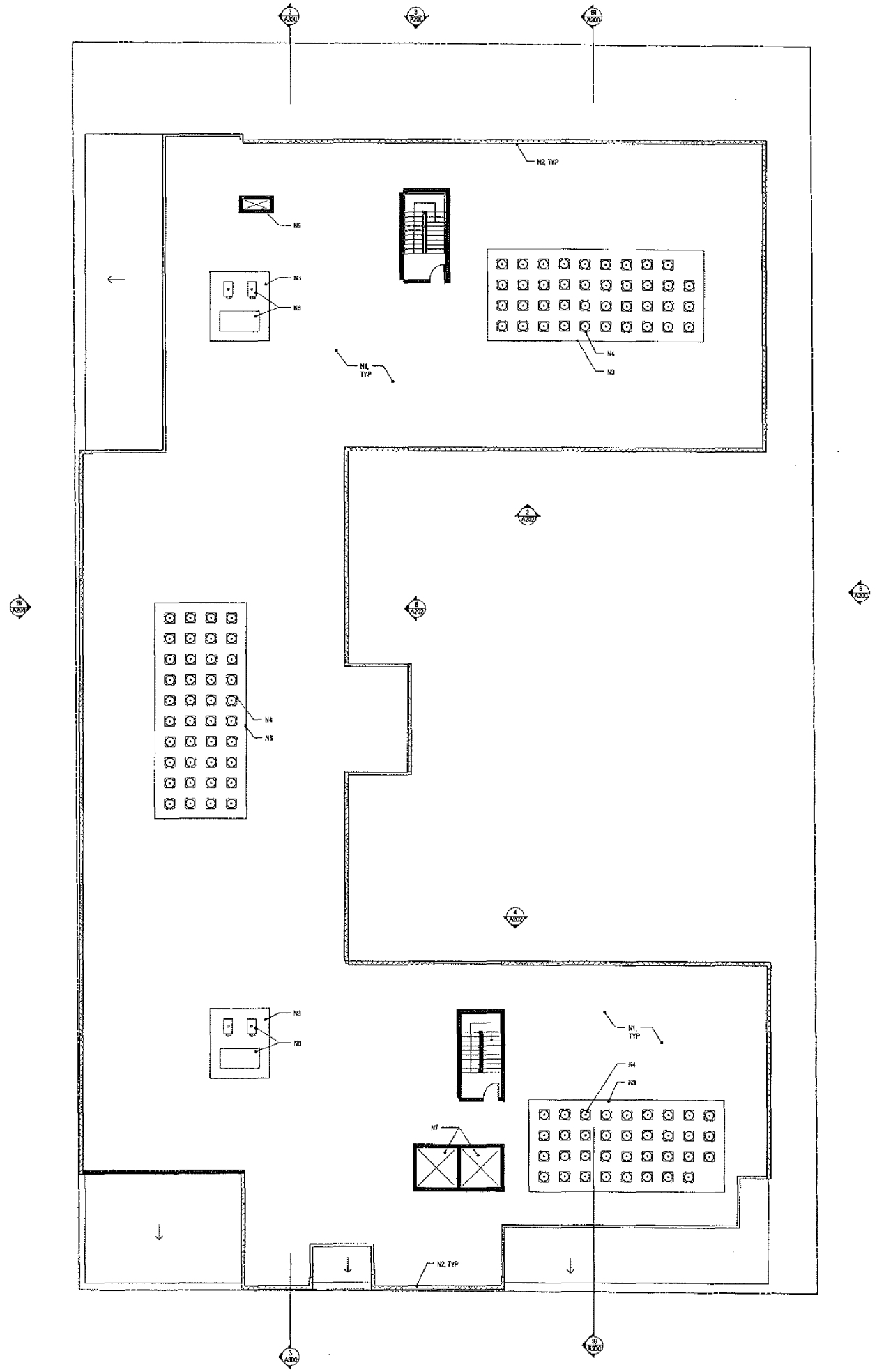
11/8/13
04.16.13
AM
As Indicated

FIFTH FLOOR PLAN

A150

BUILDING B


BALCONY
BALCONY
BALCONY



ROOF PLAN
1/8" = 1'-0"

NOTES

1. BUILT-UP ROOFING
2. PARAPET WALL
3. MECHANICAL PLATFORM
4. MECHANICAL EQUIPMENT
5. TRASH / RECYCLING CHUTE VENT EXTENSION
6. PLUMBING EQUIPMENT
7. PROVIDE ELEVATOR SHAFT VENTILATION LOUVERS PER MANUFACTURER'S REQUIREMENTS

SHEET NOTES

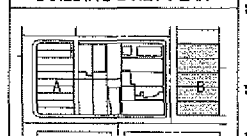
A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAINS, SLOPES TO BE A MIN OF 1/4" PER FOOT.

B. OVERFLOW DRAINS SHALL BE SAME SIZE AS ROOF DRAIN WITH INLET 2" ABOVE THE LOW POINT OF THE ROOF, AND SHALL NOT BE CONNECTED TO ROOF DRAIN LINES.

LEGEND

- RD — ROOF DRAIN WITH OVER FLOW DRAIN 2" ABOVE ROOF DRAIN
- → — INDICATES ROOF SLOPE DIRECTION. ALL ROOF SLOPES TO HAVE A 2% SLOPE MIN UNO

BUILDING B KEY PLAN



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 5709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD, SUITE 1500
LOS ANGELES, CA 90025

Killefer Flammang Architects
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-399-7772

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PLANNING SUBMITTAL

JOB NO	11010
DATE	04.19.23
DRAWN	AM
SCALE	As indicated

ROOF PLAN

SHEET NUMBER
A170

BUILDING B

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6708 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11901 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90025

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 9404
PHONE 310-395-7979
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PLANNING SUBMITTAL

DATE	11813
SCALE	AS
DRAWN	GK
CHECKED	GK

ELEVATIONS

A200

BUILDING B

BUILDING B KEY PLAN

LEGEND

- SMOOTH WHITE STUCCO -NLT 10% PHASES ON STONE
- WOOD SIDING
- BASALT TILE
- GLASS RAILING
- METAL PANEL SIDING
- CONCRETE, PAINTED
- WALL SCONCE

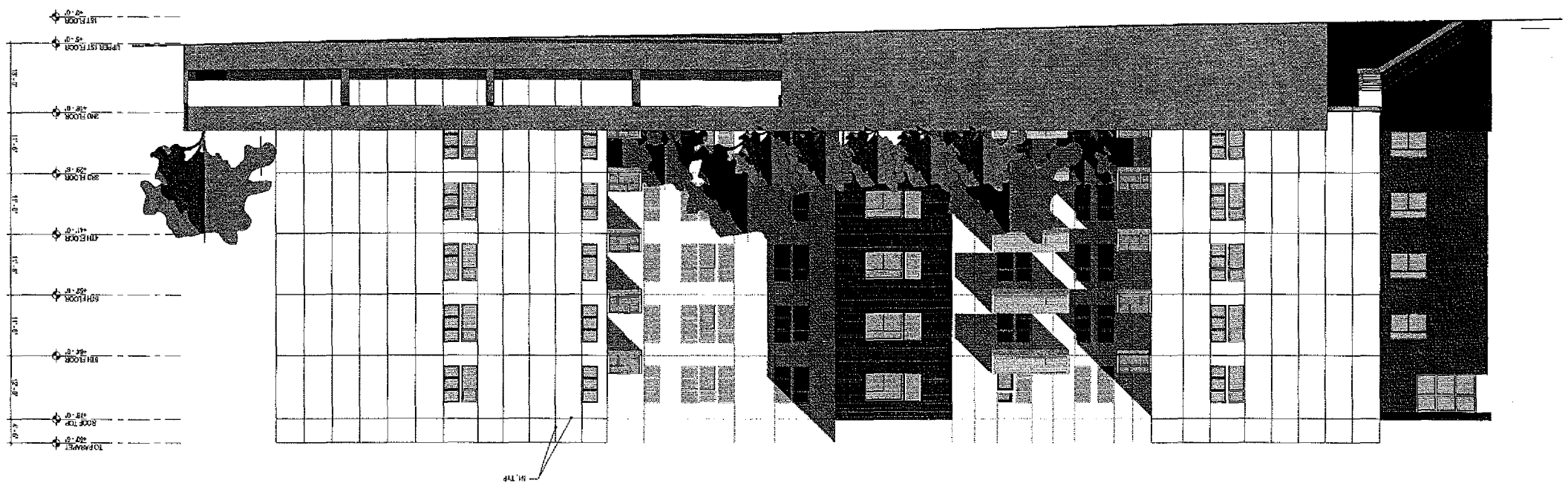
LEGAL DESCRIPTION

PARCEL 1:
LOTS 41 TO 12, AND 19 OF TRACT 8 F. ELEVENSON
TRACT NO. 2, IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
AS PER MAP RECORDED IN BOOK 5 PAGE 139 OF
MAPS, IN THE OFFICE OF THE RECORDER OF
RECORDER OF SAID COUNTY
PARCEL 2: APNS 5547-013-009 AND 5547-013-010
LOTS 41 TO 12, AND 19 OF TRACT 8 F. ELEVENSON TRACT
NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF
LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY
PARCEL 3: APNS 5547-013-011
LOTS 20 AND 21 IN TRACT 2, IN
THE CITY OF LOS ANGELES, COUNTY OF LOS
ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY
PARCEL 4: APNS 5547-013-012
LOTS 20 AND 21 IN TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF
LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY
PARCEL 5: APNS 5547-013-013
LOTS 22 AND 23 OF TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF
LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP
RECORDED IN BOOK 5 PAGE 139 OF MAPS, IN THE
OFFICE OF THE COUNTY RECORDER OF SAID
COUNTY.
REAL DATA A:
PARCEL 6 (APNS 5547-014-005 THROUGH 5547-
014-009)
LOTS 4 THROUGH 8 INCLUSIVE OF THE G.F.
STICKNEY TRACT IN THE CITY OF LOS
ANGELES, COUNTY OF LOS ANGELES, STATE OF
CALIFORNIA, AS PER MAP RECORDED IN BOOK 5
PAGE 152 OF MAPS, IN THE OFFICE OF THE
COUNTY RECORDER OF SAID COUNTY.

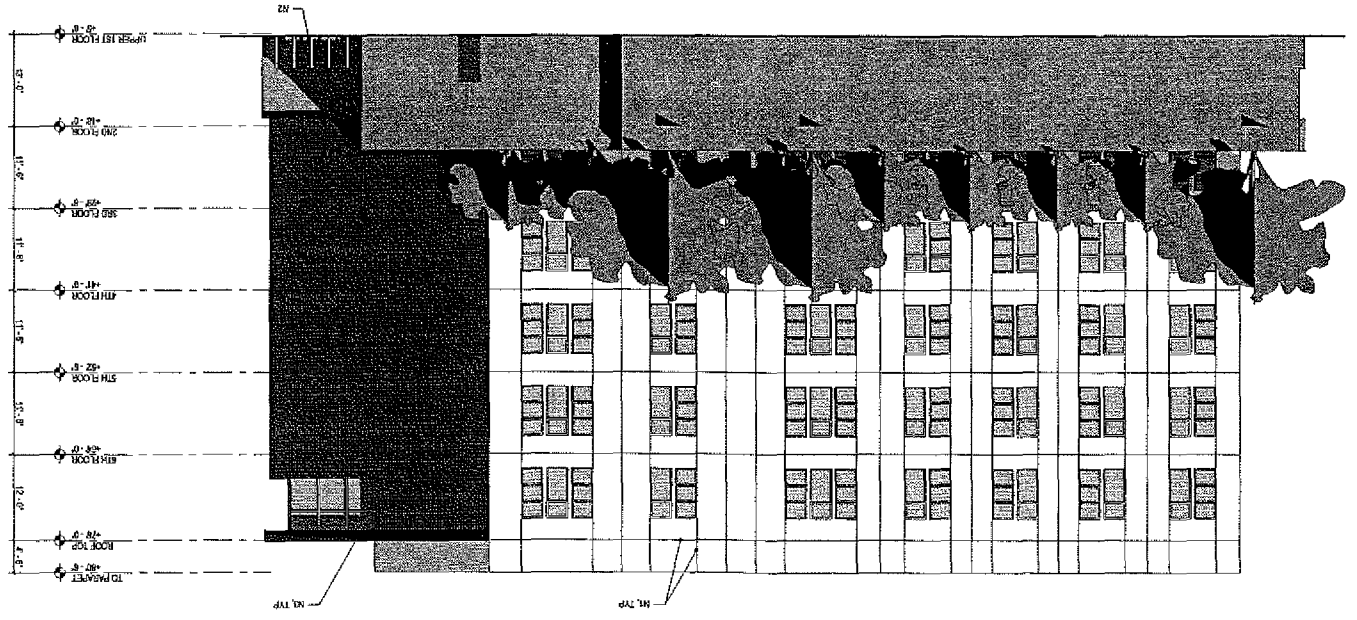
NOTES

1. SCREED LINE
2. AWNING
3. PAINTED SHEET METAL FASCIA
4. LINEAR SOFFIT LIGHT FIXTURE

6 EAST ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6769 W SELMA AVE
LOS ANGELES, CA 90028

MOHLAND SELMA VENTURE LLC
11501 MISSHIRE BLVD, SUITE 1456
LOS ANGELES, CA 90025

NOTES

1. SCHEDULE
2. MARKING
3. PAINTED SHEET METAL FASCIA
4. LINEAR DOWN LIGHT FIXTURE

LEGAL DESCRIPTION

PARCEL 1:
PARCEL 2, APNS: 5542-013-029
LOTS 16 AND 17 AND 19 OF TRACT 8 F STENGWOOD TRACT, AS SHOWN ON A MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL C, APNS: 5542-013-015 AND 5542-013-016
LOTS 39 AND 39 OF TRACT OF STENGWOOD TRACT NO. 2 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 3, APN: 5542-013-013
LOTS 23 AND 39 OF THE OF STENGWOOD TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

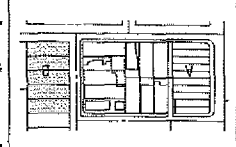
PARCEL 4, APN: 5542-013-030
LOTS 20 AND 21 IN M.R. STENGWOOD TRACT 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

RSL PARCEL
PARCEL 2: APNS: 5542-014-025 THROUGH 5547, 044, 049
LOTS 4 THROUGH 8 INCLUSIVE OF TRACT F
SHEET
STENGWOOD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 5 PAGE 129 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

LEGEND

- SMOOTH WHITE STUCCO W/ METAL PANELS ON STONE
- WOOD SIDING
- ASPHALT TILE
- GLASS RAILING
- METAL PANEL RAILING
- CONCRETE PAINTED
- WALL SCONCE

BUILDING B KEY PLAN



BUILDING B

A201

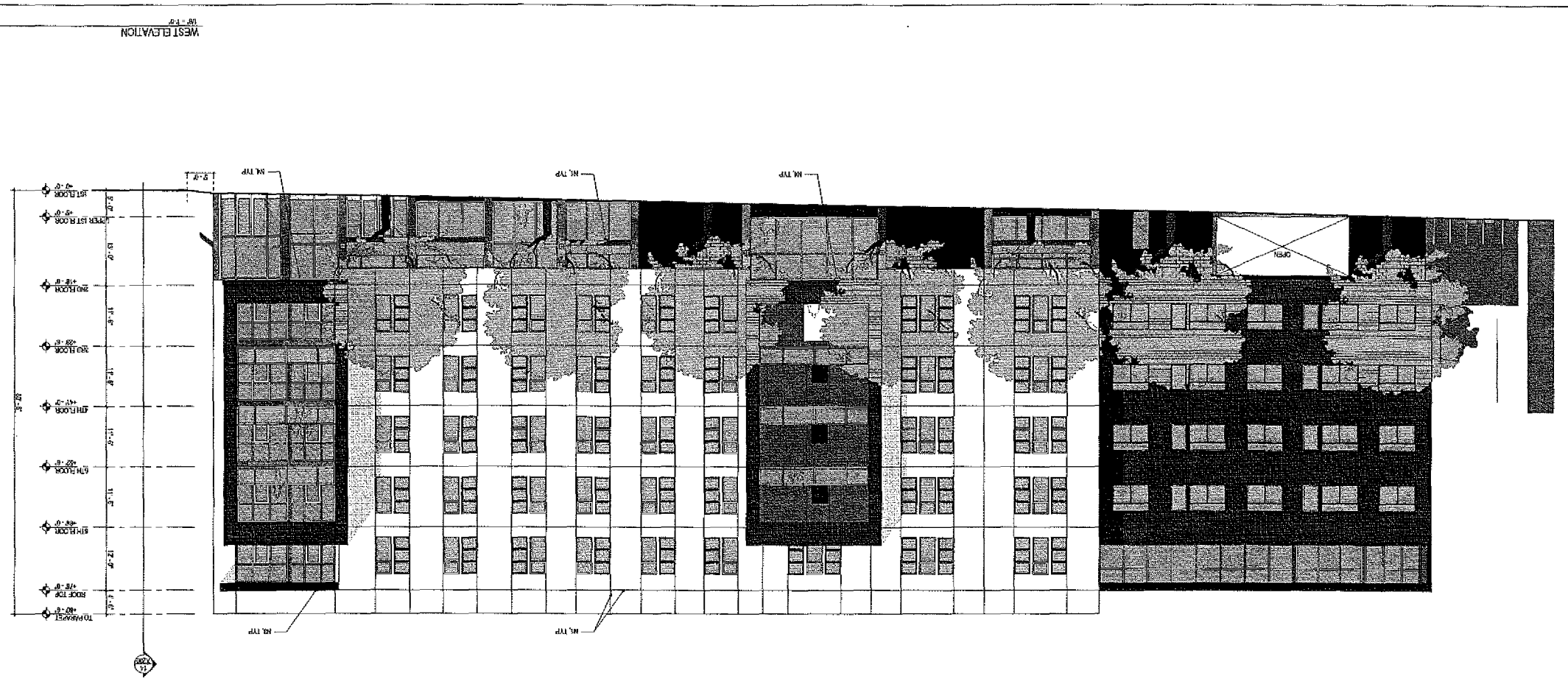
ELEVATIONS

PLANNING SUBMITTAL

1884 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-390-7972

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DRAWN	DC
CHKD	AM
DATE	10/18
SCALE	As Noted



THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6709 W SELMA AVE
LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
1900 AVENUE OF THE STARS, SUITE 1650
LOS ANGELES, CA 90025

NOTES

1 SCREED LINE
2 PAINTED SHEET METAL FASCIA

LEGAL DESCRIPTION

COUNTY RECORDER OF SAID COUNTY

BEING A.P.N.: 5507-014-033
PARCEL 2 (APN: 5507-014-033)
LOTS 4, 7, 12 AND 13 OF TRACT NO. 2 IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 5 PAGE 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3 (APN: 5507-014-034)
LOTS 1 AND 2 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PARCEL 4 (APN: 5507-014-035)
LOTS 3 AND 4 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

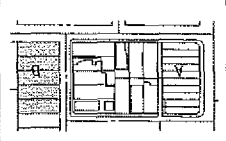
PARCEL C (APNS: 5507-013-018 AND 5507-013-019)
LOTS 5 AND 6 IN BLOCK "B" OF ATHERSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL D (APN: 5507-013-017)
LOTS 3 AND 4 IN BLOCK "B" OF ATHERSON TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGEND

- SMOOTH MATTE STUCCO -NATURAL PAVERS OR STONE
- WOOD SIDING
- ASPHALT TILE
- GLASS RAILING
- METAL PANEL RAILING
- CONCRETE, PAINTED
- WALL SCONCE

BUILDING B KEY PLAN



ELEVATIONS

BUILDING B

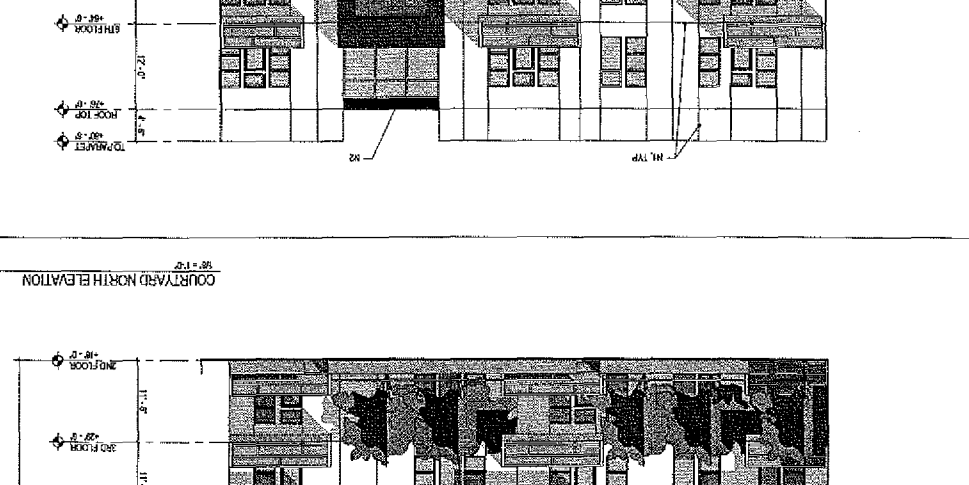
A202

PLOT DATE	11/20/20
SCALE	1/4" = 1'-0"
DRAWN BY	AM
CHECKED BY	DA
DATE	04.16.13
PROJECT NO.	As Noted

PLANNING SUBMITTAL

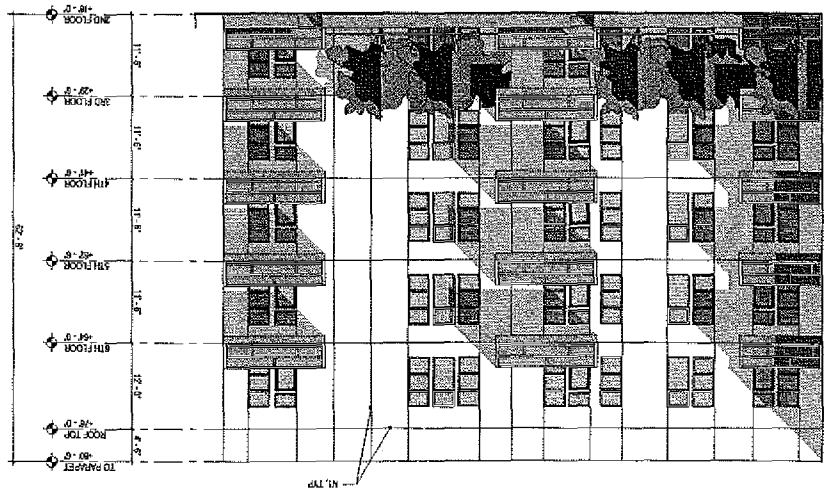
KTGY Group Architecture
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-393-3933

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6 COURTYARD WEST ELEVATION
1/8" = 1'-0"

5 COURTYARD SOUTH ELEVATION
1/8" = 1'-0"



7 COURTYARD NORTH ELEVATION
1/8" = 1'-0"

THE HIGHLAND SELMA VENTURE BLDG B

1600-1622 N MCCADDEN PLACE, 6700 W SELMA AVE
LOS ANGELES, CA 90028

NOTES

1. MECHANICAL PLATFORM
2. MECHANICAL EQUIPMENT

BUILDING B KEY PLAN

BUILDING SECTIONS

A300

BUILDING B

PLANNING SUBMITTAL

1600 HIGHLAND VENTURE, LLC
1100 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90026

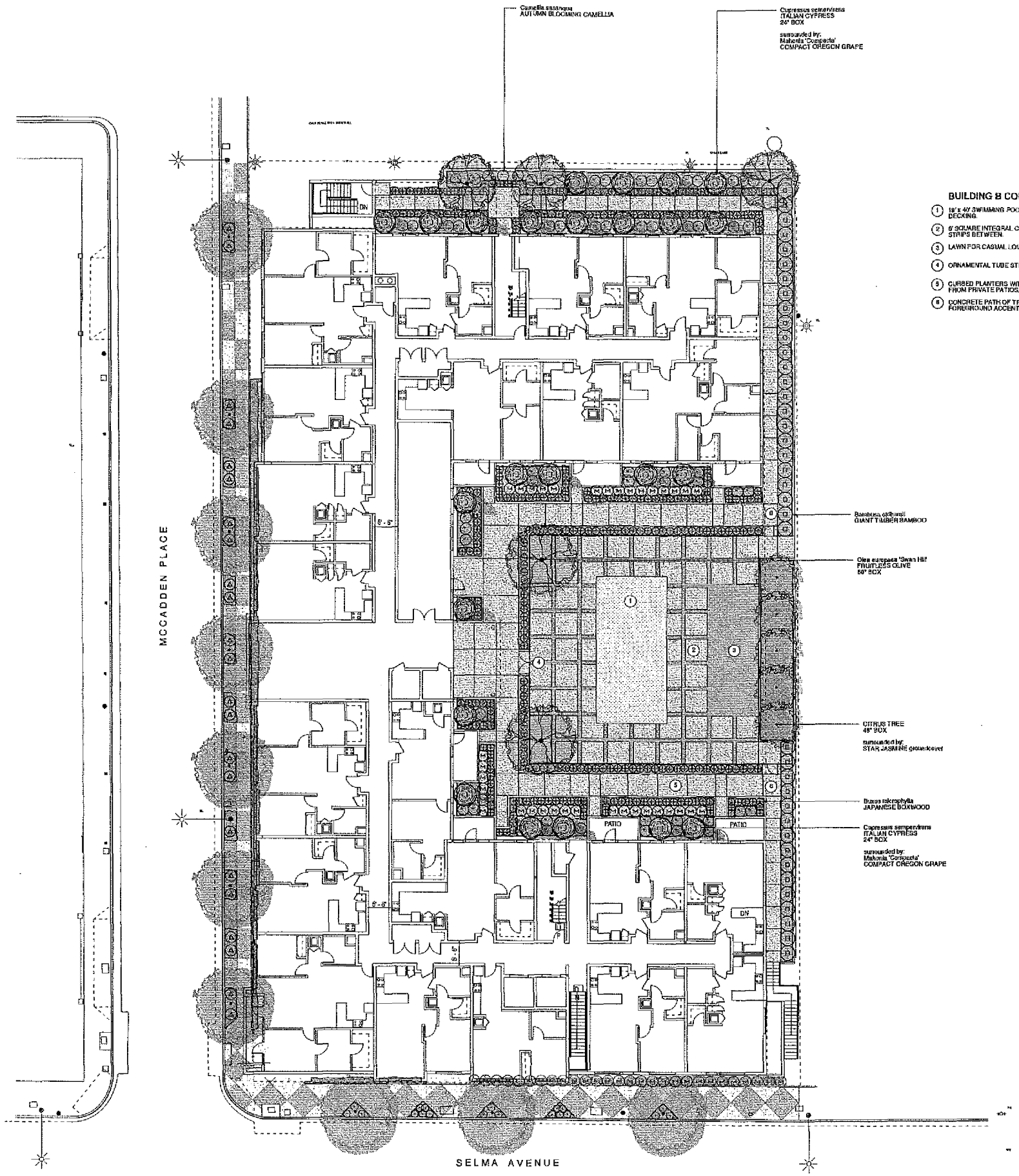
1600 HIGHLAND VENTURE, LLC
1100 WILSHIRE BLVD, SUITE 1650
LOS ANGELES, CA 90026

1645 OLYMPIC BOULEVARD
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PHONE 310.398.7272

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BUILDING SECTION B
1/8" = 1'-0"

BUILDING SECTION A
1/8" = 1'-0"



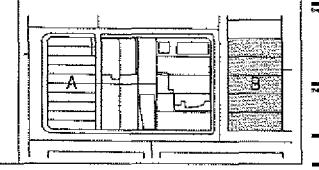
BUILDING B COURTYARD

1. 18' x 40' SWIMMING POOL WITH 4' WIDE INTEGRAL COLOR PATTERNED CONCRETE PERIMETER DECKING.
2. 6' SQUARE INTEGRAL COLOR CONCRETE PADS FOR DECK FURNITURE WITH 12" WIDE LAWN STRIPS BETWEEN.
3. LAWN FOR CASUAL LOUNGING.
4. ORNAMENTAL TUBE STEEL FENCE INSIDE FORMAL BOXWOOD HEDGE.
5. CURBED PLANTERS WITH FLOWERING SHRUB BORDER, TO SEPARATE PERIMETER WALKS FROM PRIVATE PATIOS.
6. CONCRETE PATH OF TRAVEL EGRESS WALK WITH BACKGROUND SCREENING SHRUBS AND FOREGROUND ACCENT PLANTING.

NORTH

SCALE: 1" = 10'-0"

SITE KEY PLAN



THE HIGHLAND AND SELMA VENTURE BLDG B

LOS ANGELES, CA 90028

HIGHLAND SELMA VENTURE, LLC
11601 WILSHIRE BLVD.
SUITE 1000
LOS ANGELES, CA 90025

LAND IMAGES
LANDSCAPE ARCHITECTURE
301 N. LARCHMONT BLVD.
LOS ANGELES, CA 90004
tel (323) 466-4700
fax (323) 466-4747
www.landimages.net

PLANNING SUBMITTAL

JOB NO.	11018
DATE	4.16.2013
DRAWN	SV
SCALE	1" = 10'-0"

COURTYARD PLAN

L120

BUILDING B

Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
HOLLYWOOD COMMUNITY PLAN AREA

Highland Selma

Case No. ENV-2011-2158-MND

Council District No. 13

THIS DOCUMENT COMPRISES THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Addresses:
West Block: 1600-1622 Highland Avenue
Center Block: 6757-6767 Selma Avenue, 1601-1617 McCadden Place, 6733-35 Selma Avenue, 6766 Hawthorn Avenue
East Block: 1600-1622 McCadden Place

Project Description:
The Project Site consists of 17 parcels totaling 2.71 acres (approximately 118,049.5 square feet). Existing uses include the Panavision building, the Musician's Institute trade school building, a vacant lot, and surface parking lots. The Project would include the construction of two mixed-use commercial and residential buildings, collectively consisting of approximately 249,722 square feet of new developed floor area (12,785 square feet of retail and 236,937 square feet consisting of 248 dwelling units).

The existing Panavision building (24,266 square feet) and Musicians Institute building (11,900 square feet) (both included as Preserved Existing Structures) are located within the Site and would be preserved and maintained as post production, trade school, and office facilities. Two vacant multifamily residential buildings and one vacant office building were previously located on the Project Site, but were removed to provide parking for other uses on the Project Site. Including the 36,166 square-foot Preserved Existing Structures, the Project would include a maximum of 285,888 square feet of floor area resulting in an approximate 2.42:1 FAR averaged across the site.

APPLICANT:
Highland Selma Venture, LLC

PREPARED FOR:
Los Angeles Department of City Planning

PREPARED BY:
CAJA Environmental Services, LLC

December 2012

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I. INTRODUCTION

The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) is the proposed Highland Selma Project (the "Project"), which consists of the construction of two mixed-use commercial and residential buildings, collectively consisting of approximately 249,722 square feet of new developed floor area (12,785 square feet of retail uses and 236,937 square feet of residential uses). The existing Panavision building (24,266 square feet) and Musicians Institute building (11,900 square feet) (both included as the "Preserved Existing Structures") are located within the site and would be preserved and maintained as post production, trade school, and office facilities. Including the 36,166 square-foot Preserved Existing Structures, the Project will include a maximum of 285,888 square feet of floor area resulting in an approximate 2.42:1 floor area ratio, averaged across the site.

PROJECT INFORMATION

Project Title:	Highland Selma Project
Project Location:	West Block: 1600-1622 Highland Avenue Center Block: 6757-6767 Selma Avenue, 1601-1617 McCadden Place, 6733-35 Selma Avenue, 6766 Hawthorn Avenue East Block: 1600-1622 McCadden Place
Lead Agency:	City of Los Angeles Department of City Planning 200 N. Spring Street, Room 750 Los Angeles, California 90012
City Staff Contact:	Gabriela Juarez Metro Neighborhood Projects Division – Central Section gabriela.juarez@lacity.org (213) 978-1199
Applicant:	Highland Selma Venture, LLC 11601 Wilshire Boulevard, Suite 1650 Los Angeles, CA 90025 (310) 312-8020

ORGANIZATION OF THE INITIAL STUDY

This IS/MND is organized into six sections as follows:

I. Introduction: This section (above) provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Project.

II. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics, Project objectives, and environmental review requirements.

III. Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

IV. Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.

V. List of Preparers: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the IS/MND.

VI. Appendices: Includes various documents, technical reports, and information used in the preparation of the IS/MND.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Location

The Project is located in the Hollywood Community Plan Area (CPA) of the City of Los Angeles. The Project Site can be divided into three sections:

1) West Block located at the corner of Highland Avenue and Selma Avenue;

2) Center Block separated from the West Block by a public alley; and

3) East Block, located immediately east of the Center Block and McCadden Place.

The Project Site is bounded by Hawthorn Avenue to the north, a surface parking lot to the east, Selma Avenue to the south, and Highland Avenue to the west. McCadden Place runs through the Project Site.

Regional and Local Access

Regional access is provided by US Route 101 (Hollywood Freeway), approximately 4,300 feet north of the Project Site (refer to Figure II-1 for regional and project vicinity map and Figure II-2 for local aerial photograph). Access to and from US Route 101 is available via interchanges at Highland Avenue, Cahuenga Boulevard, Franklin Avenue/Vine Street, Gower Street, Hollywood Boulevard, and Sunset Boulevard. The major arterials providing regional and sub-regional access to the Project vicinity include Hollywood Boulevard, Sunset Boulevard, La Brea Avenue, Highland Avenue, and Cahuenga Boulevard.

Public Transit

Los Angeles County Metropolitan Transportation Authority (MTA or Metro) operates the Red Line subway with the Hollywood/Highland Station approximately 650 feet northwest of the Project Site and the Hollywood/Vine Station approximately 3,500 feet east of the Project Site. In addition to the subway, the Project Site is served by bus lines 2/302, 212/312, and 156.

Existing Site Characteristics

The Project Site consists of 17 parcels totaling 2.71 acres (approximately 118,049.5 square feet). Existing uses include the Panavision building, the Musicians Institute trade school building, and surface parking lots. Two vacant multifamily residential buildings and one vacant office building were previously located on the Project Site, but were removed to provide parking for other uses on the Project Site.

The West Block consists of a surface parking lot (1600 Highland Avenue) and Musicians Institute (1606 Highland Avenue).The Center Block consists of a parking area, parking lot (6766 Hawthorn Avenue), and Panavision building (6735 Selma Avenue).The East Block consists of a parking lot (1600-1622 McCadden Place).

Table II-1 shows the addresses, zoning, and land uses for the Project Site.

Table II-1
Project Site Characteristics

Addresses	Assessor Parcel Number	Zoning	General Plan Land Use	Community Plan
West Block				
1600-1622 Highland Avenue	5547013008, -9, -10, -11	C4-2D-SN	Regional Center Commercial	Hollywood
Center Block				
6757-6767 Selma Avenue 1601-1617 McCadden Place 6733-35 Selma Avenue 6766 Hawthorn Avenue	5547013001, -2, -3, -4, -5, -13, -15, -16	C4-2D	Regional Center Commercial	Hollywood
East Block				
1600-1622 McCadden Place	5547014035, -36, -37, -38, -39	C4-2D	Regional Center Commercial	Hollywood

Source: http://zimas.lacity.org/ and Survey Plans prepared for Champion Realty by PSOMAS, 8-12-2011.
Table by CAJA Environmental Services, August 2011.

Surrounding Uses

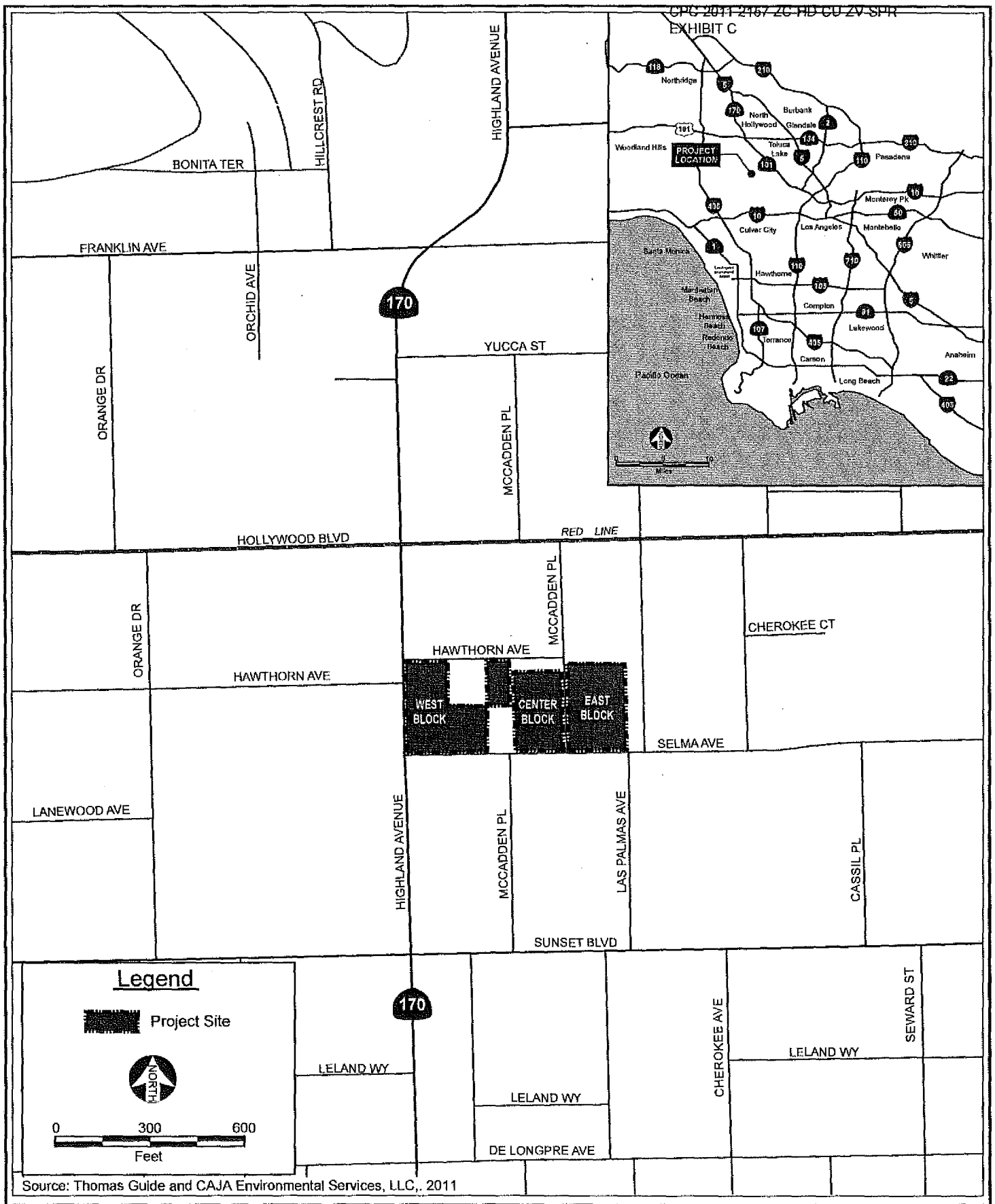
The Project Site lies within a highly urbanized area consisting primarily of commercial, office, residential, and entertainment uses. See Figures II-3 through II-13 for pictures of the existing site and surrounding uses.

North – North of Hawthorn Avenue is a parking lot (1650 Highland Avenue) and commercial buildings occupied by Musicians Institute (6779 Hawthorn Avenue and 1655 McCadden Place). North of the Center Block (6757-6767 Selma) is an electrical substation for the Los Angeles Department of Water and Power (6776 Hawthorn Avenue) and an apartment building (6772 Hawthorn Avenue). North of the parking lot on the East Block (1600-1622 McCadden Place) is a theater (6708 Hollywood Boulevard).

East – East of the East Block is a parking lot and east of the Center Blockis an offsite apartment building (6753 Selma Avenue).

South – South of Selma Avenue is a commercial building occupied by Sunshine Glass (1556 Highland Avenue), a commercial building (6750 Selma Avenue), single-family residences (6736-6732 Selma Avenue), an apartment building (1545 Las Palmas Avenue), and a church building occupied by First Baptist Church (6682 Selma Avenue).

West – West of Highland Avenue is Hollywood High School (located at 1521 Highland Avenue).

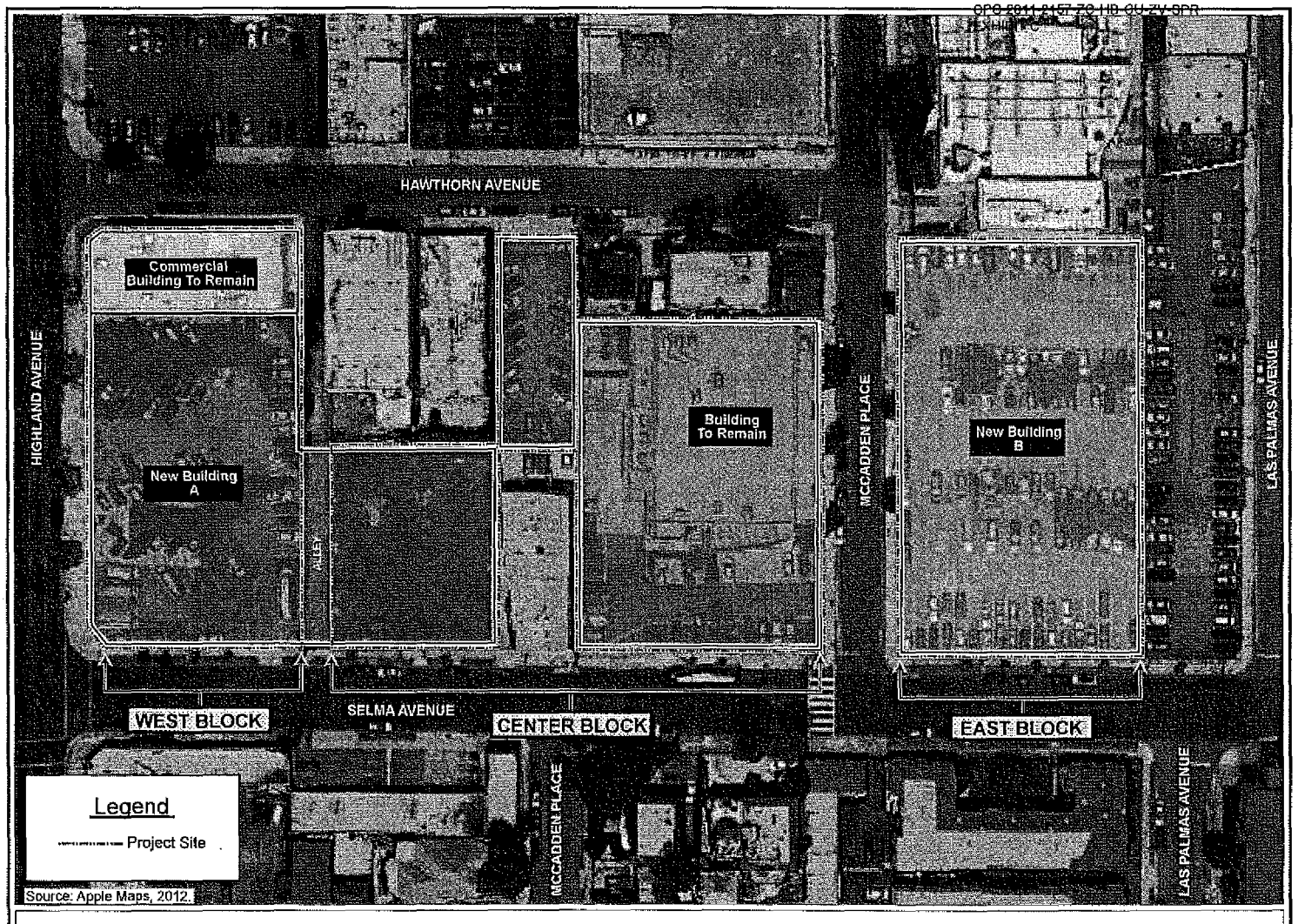


Source: Thomas Guide and CAJA Environmental Services, LLC,. 2011

CAJA Environmental Services, LLC

Figure II-1
Regional and Project Vicinity Map

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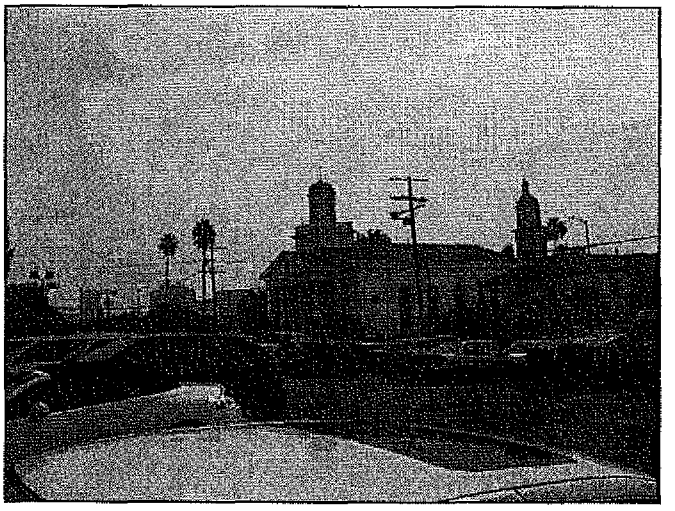
CAJA Environmental Services, LLC

Figure II-2
Aerial Photograph

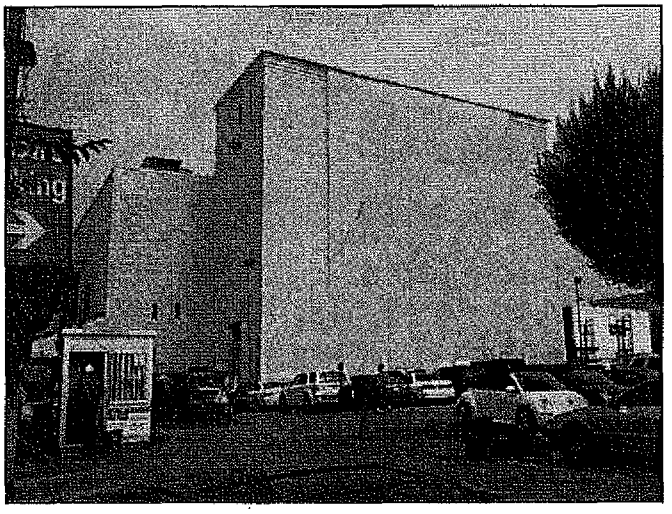
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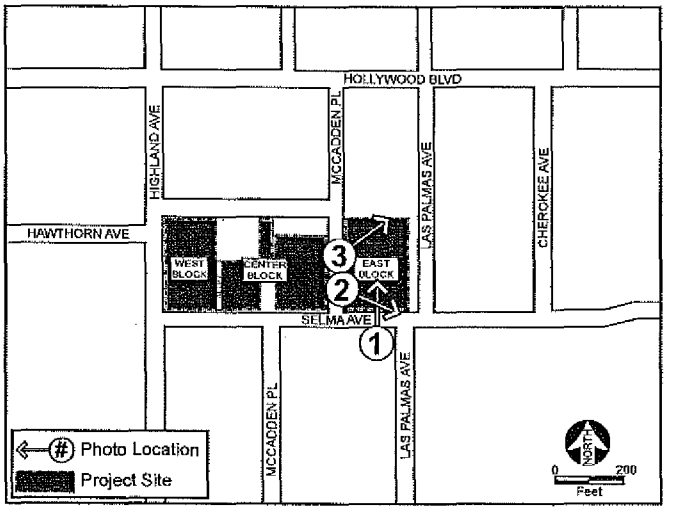
View 1: Looking north across East Block, currently used as surface parking.



View 2: Looking southeast across East Block.



View 3: Looking northeast across East Block toward rear of the Egyptian Theater.



View Location Map

Source: CAJA Environmental Services LLC., 2011.

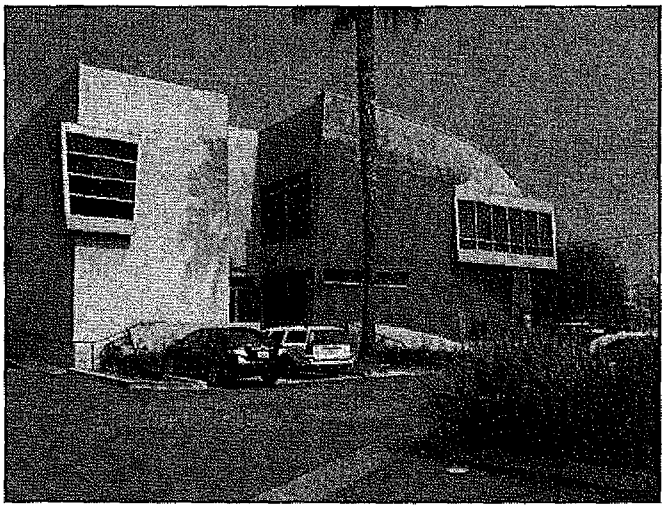
CAJA Environmental Services, LLC

Figure II-3
Existing Conditions of East Block

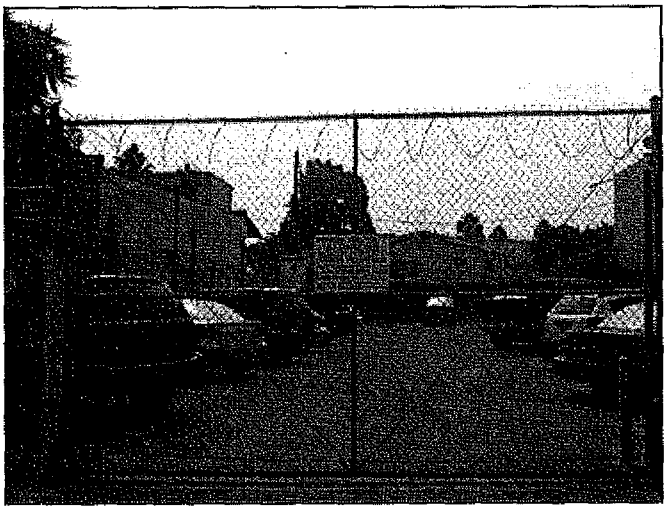
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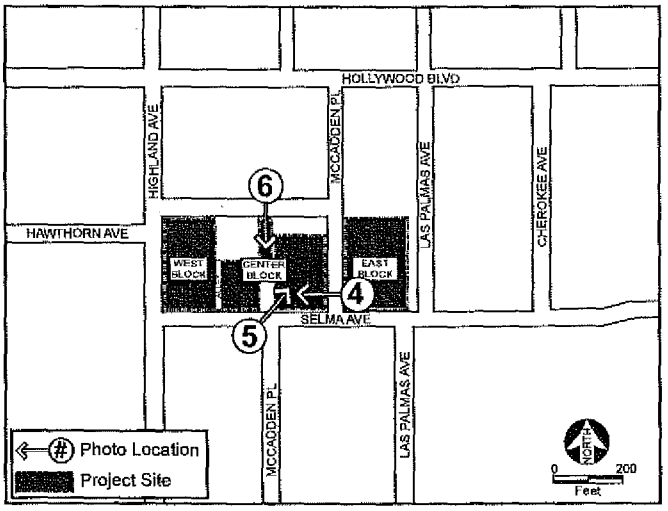
View 4: Looking west across McCadden toward parking lot for Panavision Building on Center Block (to remain).



View 5: Looking north across parking for Panavision Building (to remain).



View 6: Looking south at surface parking lot on Center Block (to remain).



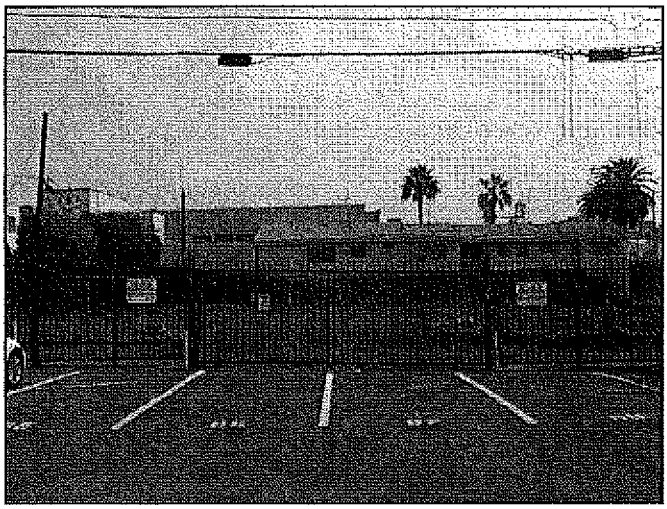
View Location Map

Source: CAJA Environmental Services LLC., 2011.

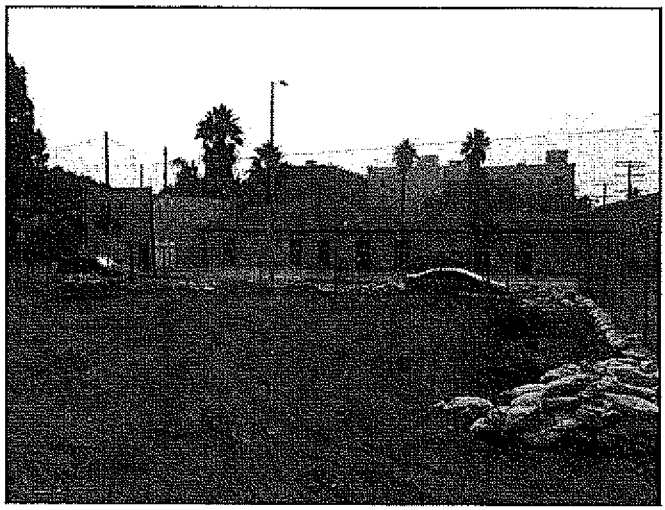
CAJA Environmental Services, LLC

Figure II-4
Existing Conditions of Center Block

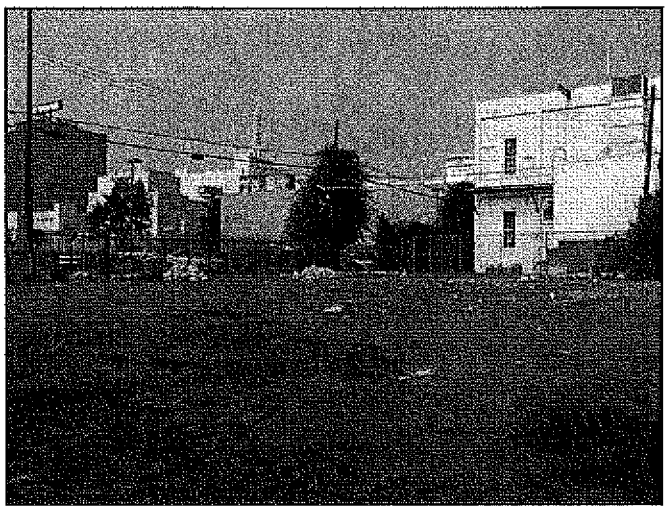
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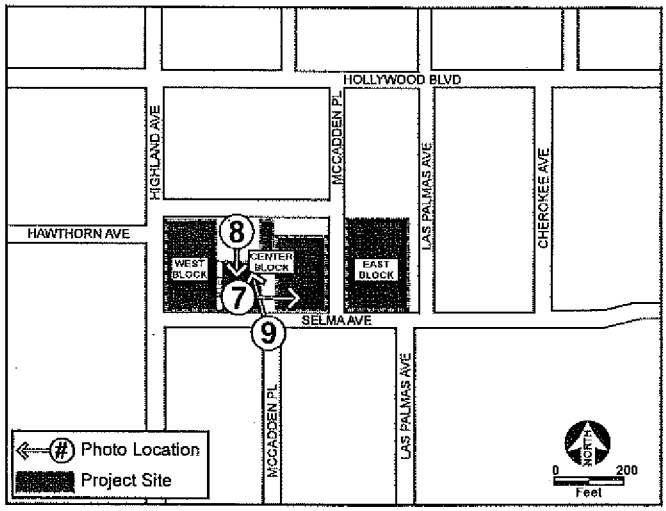
View 7: Looking east toward Center Block beyond the alley.



View 8: Looking south across Center Block toward Selma.



View 9: Looking northwest across Center Block.



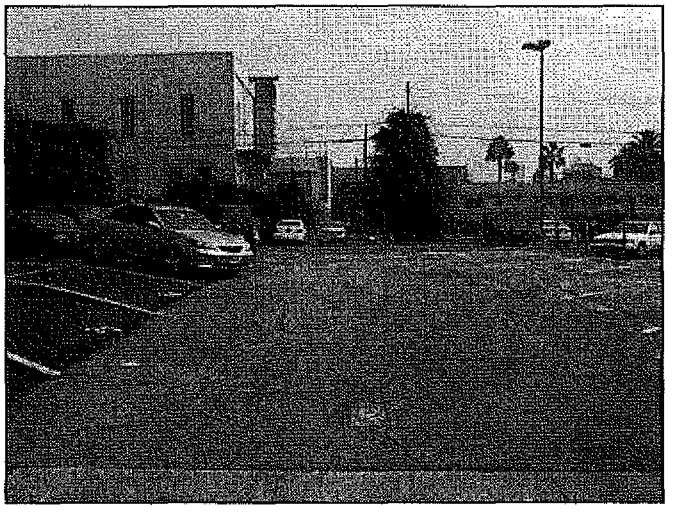
View Location Map

Source: CAJA Environmental Services LLC., 2011.

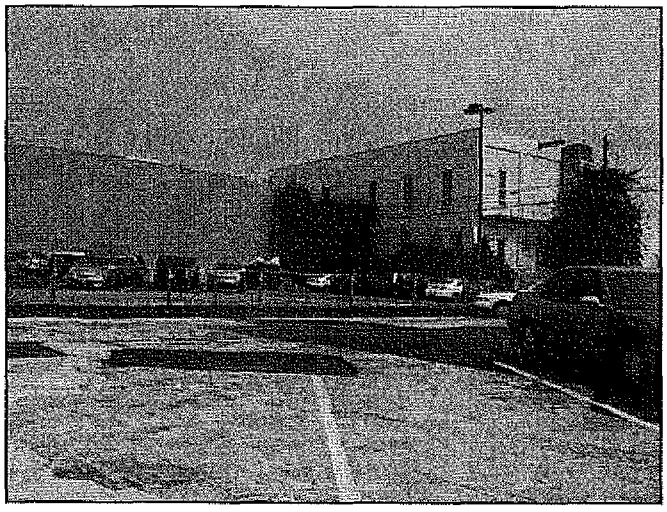
CAJA Environmental Services, LLC

Figure II-5
Existing Conditions of Center Block

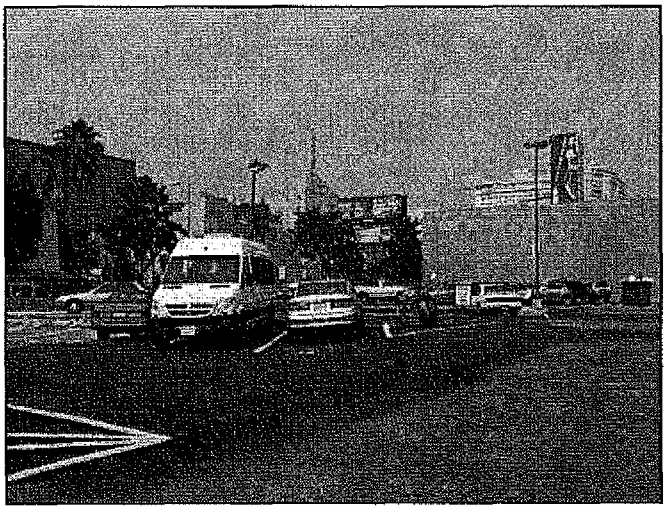
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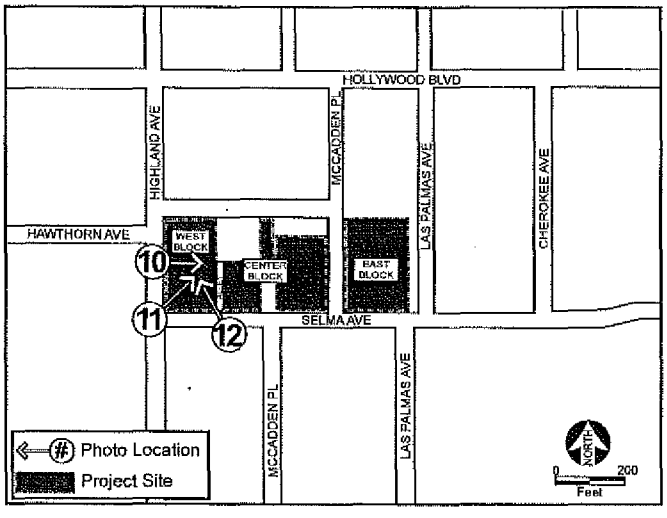
View 10: Looking east across West Block, currently used as surface parking.



View 11: Looking northeast across West Block.



View 12: Looking northwest across West Block.



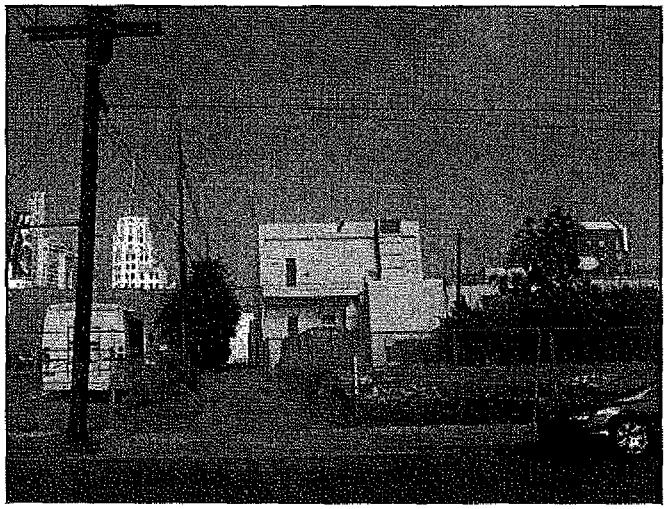
View Location Map

Source: CAJA Environmental Services LLC., 2011.

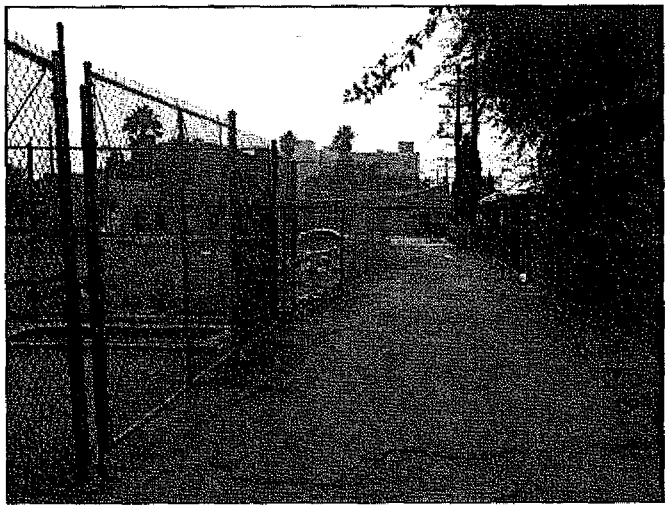
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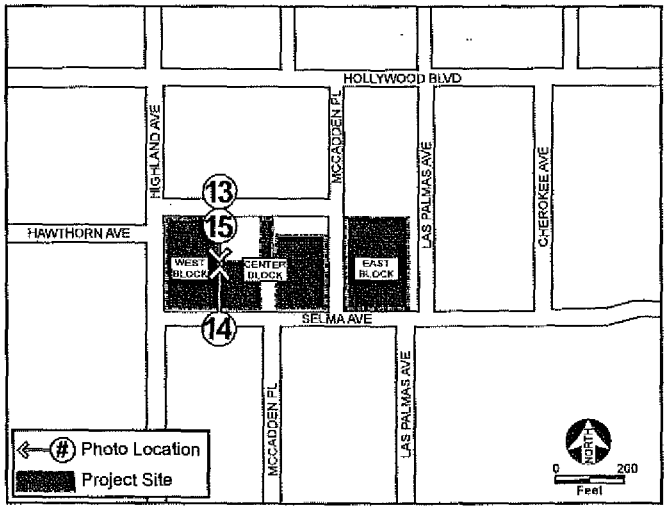
View 13: Hawthorn looking south to alley between Center and West Block with LADWP substation on left.



View 14: Selma looking north to alley between Center Block (right) and West Block (left).



View 15: Alley looking south toward Selma.



View Location Map

Source: CAJA Environmental Services LLC., 2011.

CAJA Environmental Services, LLC

Figure II-7
Existing Condition of Alley

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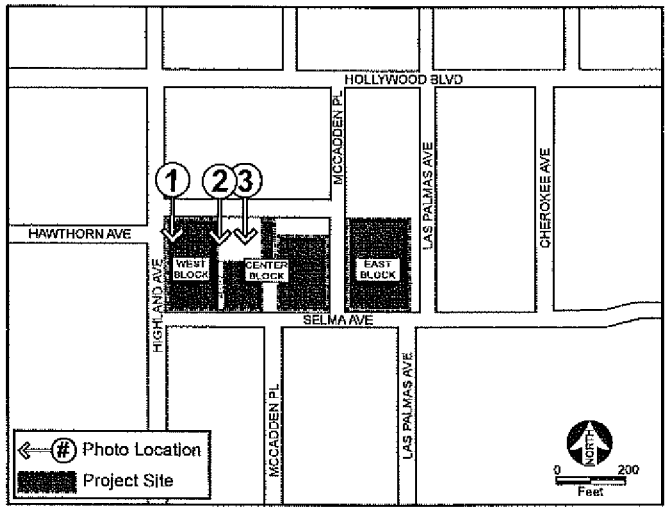
View 1: Looking south across Hawthorn at 2-story commercial building on West Block (to remain).



View 2: Looking south through alley between LADWP substation (left) and existing 2-story building on West Block.



View 3: Looking south at 6772 Hawthorn 2-story office building adjacent to Center Block (not a part of project).



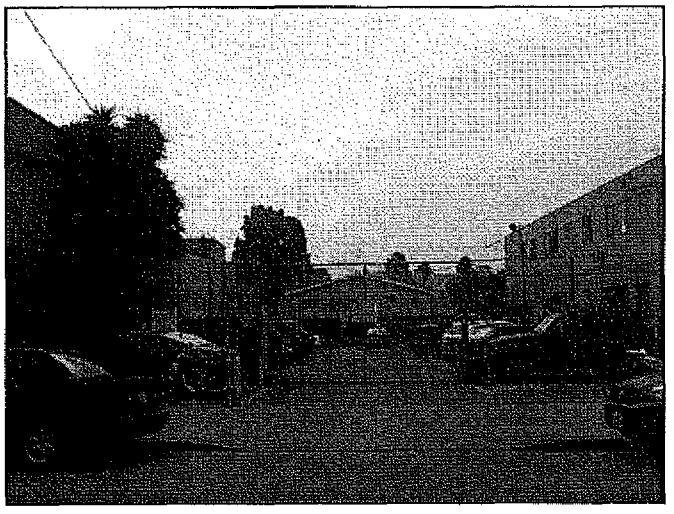
View Location Map

Source: CAJA Environmental Services LLC., 2011.

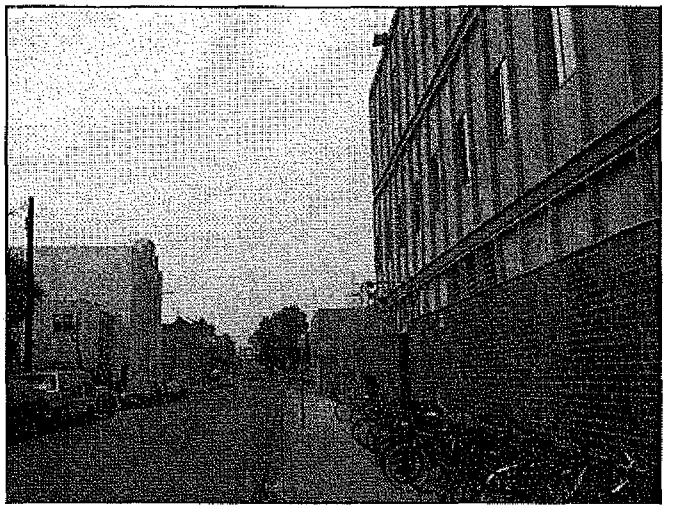
CAJA Environmental Services, LLC

Figure II-8
Surrounding Land Uses

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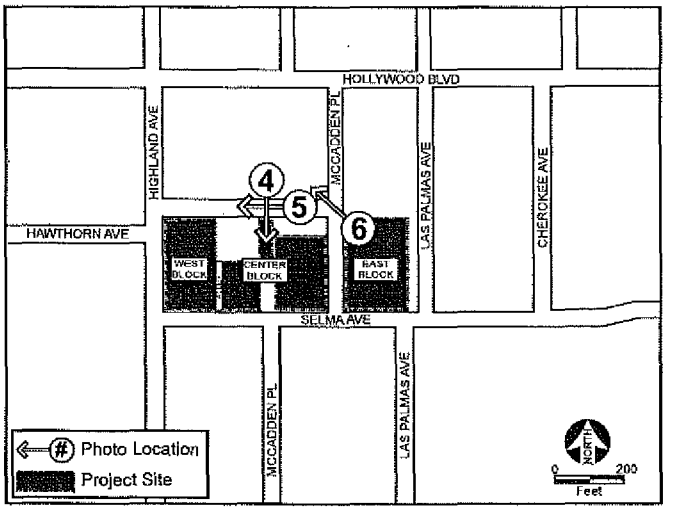
View 4: Looking south at surface parking lot on Center Block (to remain).



View 5: Looking west down Hawthorn toward Highland.



View 6: Looking northwest at corner of Hawthorn and McCadden toward Musicians' Institute.



View Location Map

Source: CAJA Environmental Services LLC., 2011.

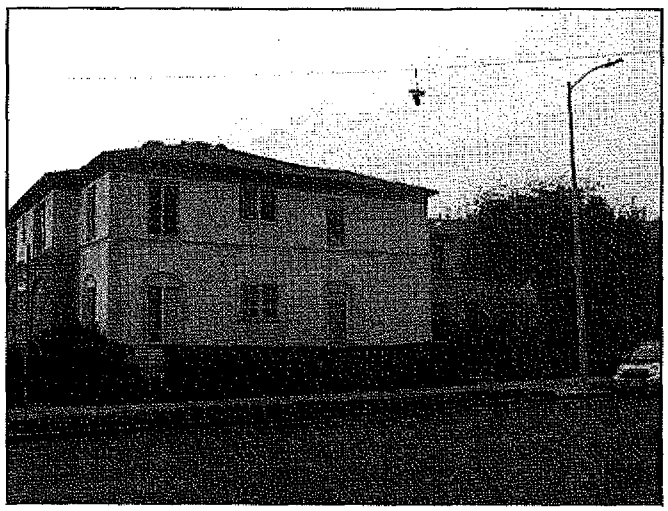
CAJA Environmental Services, LLC

Figure II-9
Surrounding Land Uses

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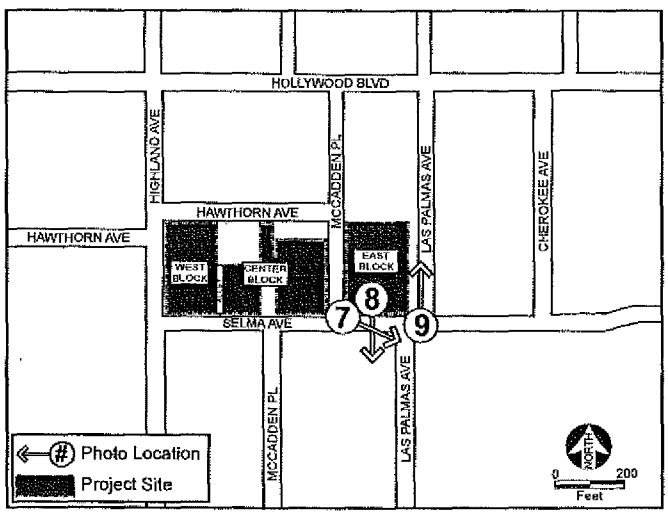
View 7: Looking southeast across Selma toward First Baptist Church and multifamily housing south of East Block.



View 8: Looking south across Selma toward multifamily housing south of East Block.



View 9: Looking north on Las Palmas. The rear of the Egyptian Theater is the large blank beige wall (left).



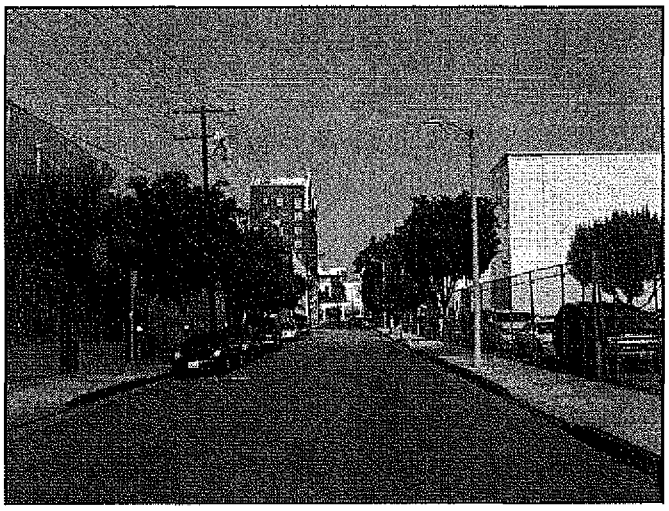
View Location Map

Source: CAJA Environmental Services LLC., 2011.

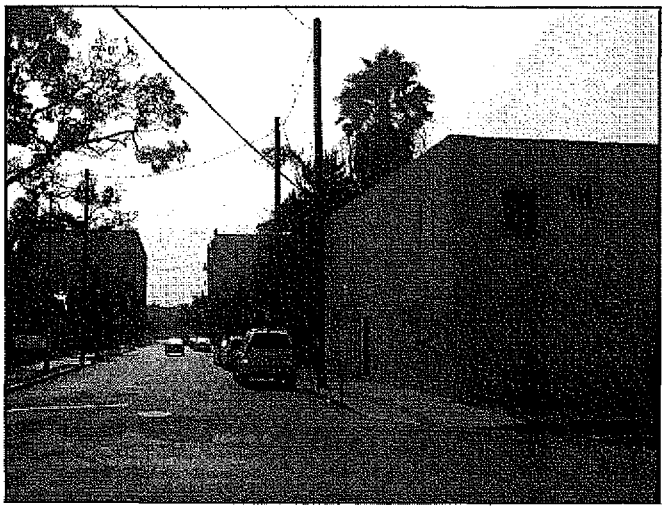
CAJA Environmental Services, LLC

Figure II-10
Surrounding Land Uses

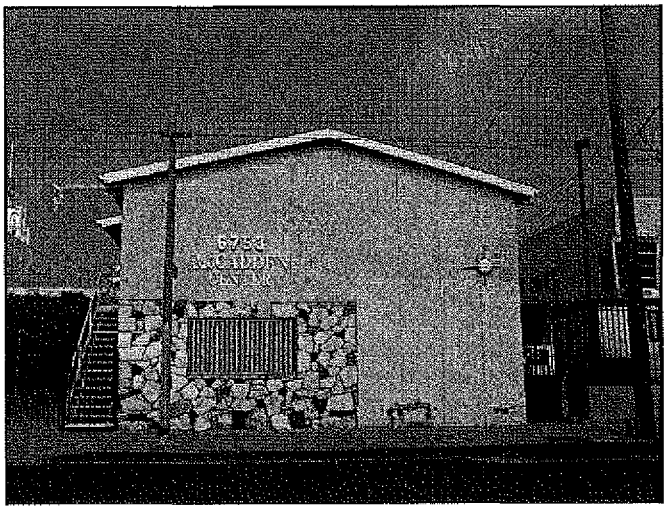
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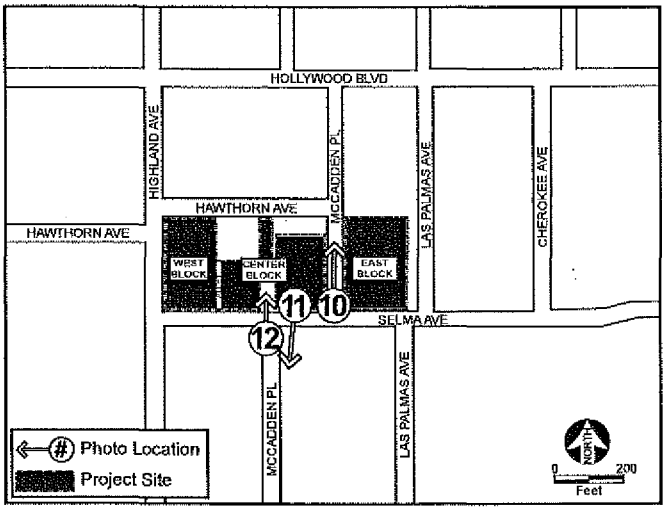
View 10: Looking north on McCadden Place with Center Block (left) and East Block (right).



View 11: Looking south on McCadden Place from Center Block.



View 12: 6753 Selma (McCadden Center) residential building surrounded by Center Block.



View Location Map

Source: CAJA Environmental Services LLC., 2011.

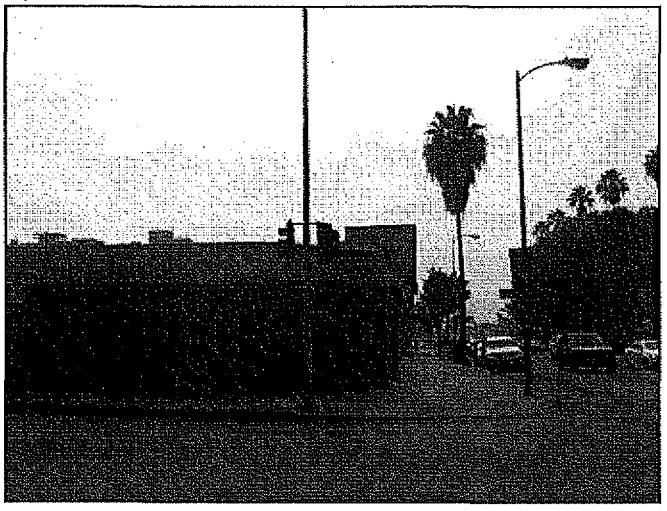
CAJA Environmental Services, LLC

Figure II-11
Surrounding Land Uses

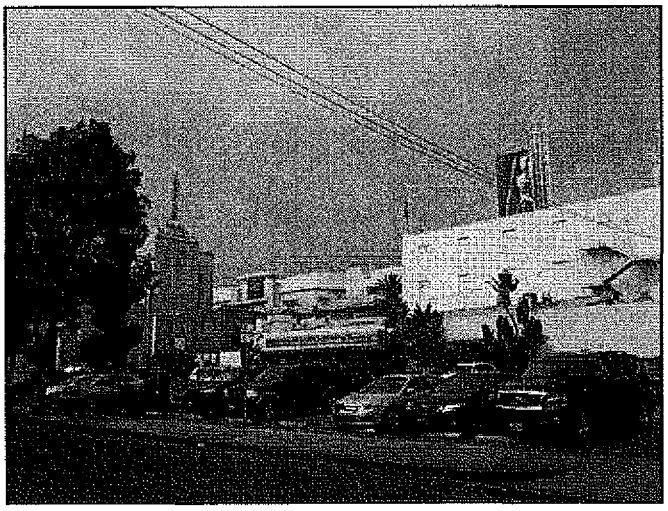
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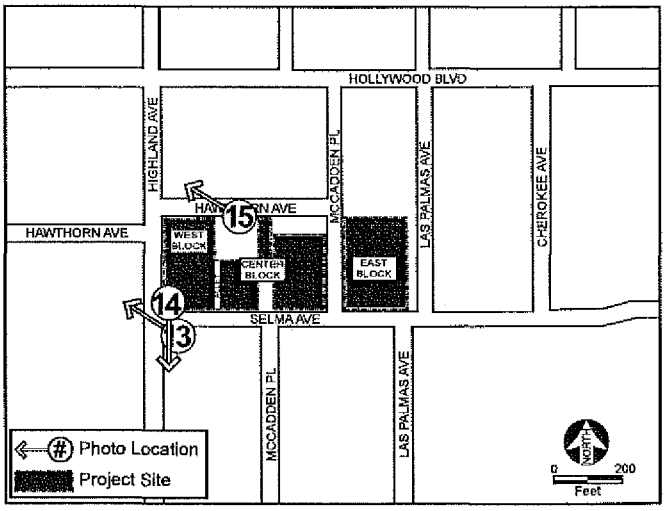
View 13: Hollywood High School Auditorium at corner of Highland and Selma.



View 14: Commercial building at corner of Highland and Selma, south of West Block.



View 15: Mel's Diner Restaurant at corner of Hawthorn and Highland, just north of West Block.



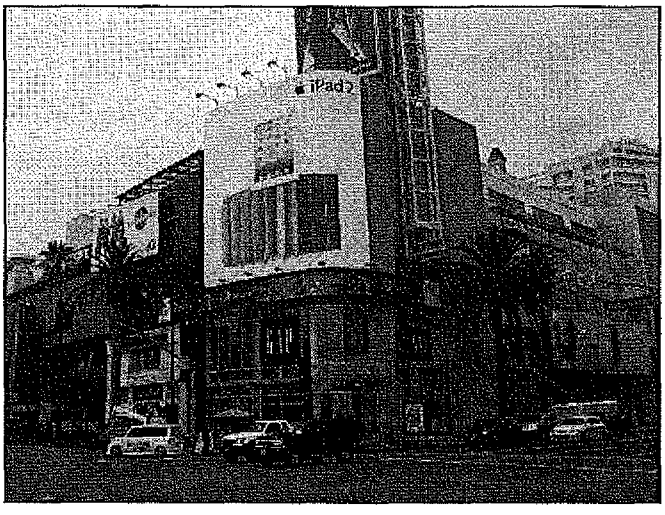
View Location Map

Source: CAJA Environmental Services LLC., 2011.

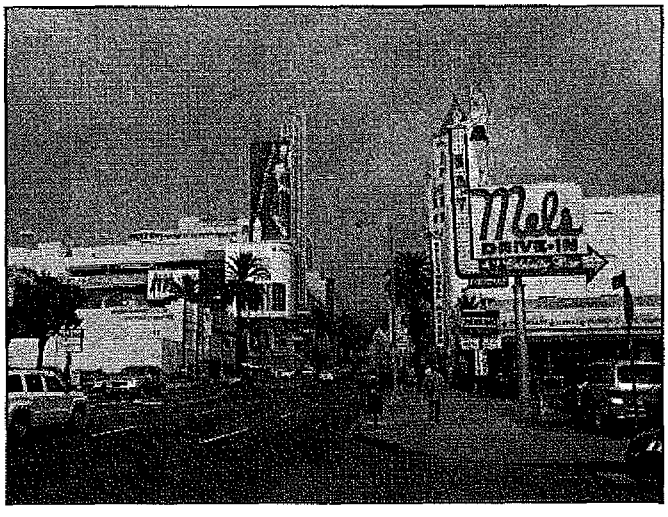
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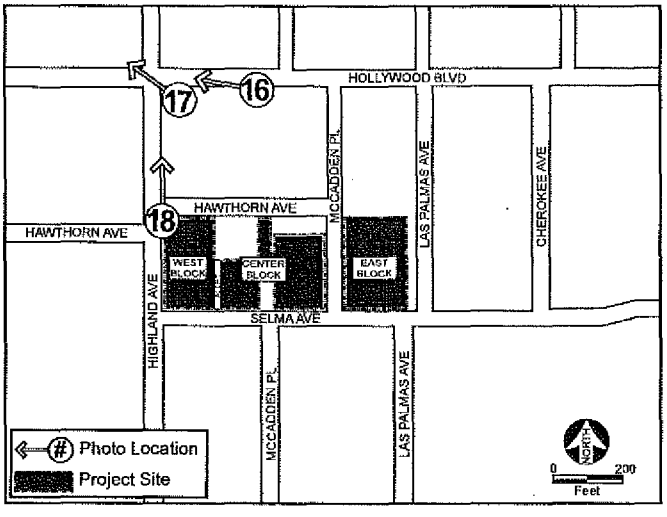
View 16: Hollywood looking west, 1 block north of West Block.



View 17: Hollywood and Highland complex, 1 block north of West Block.



View 18: Highland looking north from Hawthorn.



View Location Map

Source: CAJA Environmental Services LLC., 2011.

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PROJECT CHARACTERISTICS

The Project would include the construction of two mixed-use commercial and residential buildings (Building A consisting of 138,947 square feet and Building B consisting of 110,775), collectively consisting of approximately 249,722 square feet of new developed floor area (12,785 square feet of retail uses and 236,937 square feet of residential uses).

The existing Panavision building (24,266 square feet) and Musicians Institute building (11,900 square feet) are located within the site and would be preserved and maintained as post production, trade school, and office facilities. Including the 36,166 square-foot Preserved Existing Structures, the Project would include a maximum of 285,888 square feet of floor area resulting in an approximate 2.42:1 floor area ratio (FAR) averaged across the site (285,888 square feet of floor area) / 118,049.5 square feet of lot area). Figure II-14 provides the survey plan of the site, and Figure II-15 provides the general site plan.

Table II-2 provides a breakdown of specific uses that would be included as part of the Project.

Table II-2
Project Description

	Non-Residential		Residential		
	Office	Commercial	Dwelling Units	Square feet	Total (sf)
Existing	36,166	0	0	0	36,166
New Construction	0	12,785	248	236,937	249,722
Total	**36,166**	**12,785**	**248**	236,937	**285,888**

sf = square feet
Source: Master Land Use Permit Application, prepared by Highland Selma Venture, LLC.
Table by CAJA Environmental Services, June 2012.

The Project will include:

1) Post production entertainment uses (Panavision, at the northwest corner of Selma and Highland Avenues, has signed a five year lease extension);

2) The Musicians Institute trade school (it exercised its option to extend its lease);

3) Newly constructed market rate apartments and student housing at the northeast corner of Highland and Selma Avenues ("Building A") and the northeast corner of Selma Avenue and McCadden Place ("Building B");

4) Neighborhood-oriented retail and restaurants on the ground floor of Building A and Building B; and

5) Public parking facilities for all of the foregoing uses.

Residential Uses

The Project includes the construction of 248 units divided into 2 buildings:

- Building A will have 134 residential units (62 1-bedroom, 38 2-bedroom, and 34 studio units); and
- Building B will have 114 residential units (54 1-bedroom, 25 2-bedroom, and 35 studio units).

It is anticipated that many of the studio units would be utilized by the student population in the immediate vicinity of the Project. In particular, the units may be rented by students attending the Musicians Institute trade school that is part of the Project.

The residential buildings will each be 6 stories (Building A will be 82'6" and Building B will be 80'6") in height.

Retail

Building A and Building B would also include ground floor retail and restaurant uses totaling approximately 12,785 square feet (Building A would have 12,291 square feet and Building B would have 494 square feet).

Access and Driveways

Building A

There would be no driveway access on Highland Avenue. There would be one residential driveway on Selma Avenuethat would provide full access (i.e. both left and right turns).

Alley

The existing north-south alley located east of Highland Avenue that connects Hawthorn Avenue to Selma Avenue would be maintained. Building A will incorporate a bridge crossing the alley (at a height of 25 feet), connecting the east and west portions of Building A. The alley would provide one-way southbound travel from Hawthorn Avenue to Selma Avenue; however, two-way travel would be provided in the southern portion of the alley from Selma Avenue to allow access to the commercial driveways for Building A. The alley will allow pedestrian access.

Access to the rear portion of the DWP substation for DWP maintenance trucks/vehicles will be maintained along the alley.

Building B

There will be one commercial driveway on McCadden Place near the intersection with Hawthorn Avenue. There will also be one residential driveway on Selma Avenue on the southeast corner of the site. Both driveways will provide full access (i.e. both left and right turns).

Parking

An on-site subterranean parking structure with grade-level enclosed parking would be constructed for each Building; the Building A parking structure would contain 276 parking spaces and the Building B structure would provide 262 parking spaces. As shown in Table II-3, the total parking required for the Project is 584 spaces, while 538 spaces would be provided. A discretionary action (Parking Variance to reduce required parking) is requested for the 46-space deficit.

Table II-3
Parking

Land Use	Size/Amount	Requirement	Required	Provided
Building A				
1 Bedroom	62 du	1.5 spaces/du	93	174
2 Bedroom	38 du	2 spaces/du	76	
Studio	34 du	1 space/du	34	
Residential Guest	--	--	--	5
Residential Total	***134 du***	--	***203***	***179***
Commercial	12,203 sf	--	25	97
Covenant	--	--	68	
Commercial Total	***12,203 sf***	--	***93***	***97***
Total Building A			**296**	**276**
Building B				
1 Bedroom	54 du	1.5 spaces/du	81	139
2 Bedroom	25 du	2 spaces/du	50	
Studio	35 du	1 space/du	35	
Residential Total	***114 du***	--	***166***	***139***
Commercial	469 sf	--	1	123
Covenant	--	--	121	
Commercial Total	***469 sf***	--	***122***	***123***
Total Building B			**288**	**262**
Project Total			**584**	**538**

Du = dwelling unit; sf = square feet
Commercial total floor area per the FAR would be 12,785 sf (12,291 sf + 494 sf) whereas the amount calculated for parking is 12,672 (12,203 sf + 469 sf). This difference of 113 sf has to do with structural space used to calculate FAR and doesn't contribute to the parking count nor change the conclusion.
Building A: Killefer Flammang Architects, 9-21-12. Building B: Killefer Flammang Architects, 8-12-12.
Table by CAJA Environmental Services, September 2012.

Open Space

The Project also incorporates a total of 26,863 square feet of new open space, including pools, exercise facilities, and community lounges, as shown in Table II-4. This is 488 square feet more than required.

Table II-4
Open Space

Land Use	Amount (du)	Required (sf)[1]	Provided (sf)
Building A			
1 Bedroom	62	6,200	14,401[2]
2 Bedroom	38	4,750	
Studio	34	3,400	
Total Building A	***134***	***14,350***	
Building B			
1 Bedroom	54	5,400	12,462[3]
2 Bedroom	25	3,125	
Studio	35	3,500	
Total Building B	***114***	***12,025***	
Total Project	**248**	**26,375**	**26,863**

Du = dwelling unit; sf = square feet
[1] Open Space requirements per Los Angeles Municipal Code 12.21G
100 sf/unit < 3 habitable rooms (studio and 1 bedroom)
125 sf/unit = 3 habitable rooms (2 bedroom)
175 sf/unit > 3 habitable rooms (3 bedroom
[2]Building A would provide 607 sf rec room, 8,108 common open space,1,536 common open deck, and 4,150 sf private open space.
[3]Building B would provide 769 sf rec room, 9,943 sf common open space, and 1,750 sf private open space.
Building A: Killefer Flammang Architects, 9-21-12. Building B: Killefer Flammang Architects, 8-12-12.
Table by CAJA Environmental Services, September 2012

Landscaping

Building A will include approximately 2,714 square feet of landscaped open space, representing 43 percent of the common open space.[1] Building B will include 2,926 square feet of landscaped open space, representing 29 percent of the common open space.[2]

The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs.

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[1] 2,714sf landscaped open space / 6,292 sf common open space x 100% = 43%

[2] 2,926 sf landscaped open space / 9,943 sf common open space x 100% = 29%

Figures II-16, II-17, and II-18 illustrate the overall landscape plan, Building A landscape, and Building B landscape, respectively.

Architecture and Massing

In keeping with the contemporary design of the Panavision building built in 1999, Building A and Building B will be constructed with exteriors that incorporate materials including smooth plaster, stone, exposed steel, wood paneling and glass. Although the new buildings will not be immediately adjacent to each other, they would be visually connected by the use of one material element-a warm, wood-sided, 4-story horizontal bar, that visually connects the two buildings and the site. This hollow wooden bar threads a series of secondary material elements; neutral, light-colored masses with punched windows, along its length, unifying 640 feet along Selma Avenue.

The massing will be partially lowered to five stories with a floating clerestory along Selma Avenue, referencing that street's lower profile and adjacency to the low rise residential community to the south; along Highland Avenue the massing raises to six stories as the scale increases up to Hollywood Boulevard. .

The ground-floor retail and restaurant base will have vertical architectural elements, spaced by metal awnings, to carry the massing above and provide a rhythm along the street. The designincorporates glazed display openings that not only engage pedestrians, but also allows the upper mass of the buildings to appear to be floating above the street. That rhythm of streetscape, reinforced by vertical columns, spaced awnings, and consistent signage placement is punctuated with regularly spaced light standards, which would be consistent throughout the site.

The street level includes colored and patterned concrete walk surfaces and street tree and shrub planting. Elegant vintage lighting fixtures combine to establish a safe, vibrant street frontage, drawing pedestrians to the retail element and at the same time distinguishing the streetscapes of Selma, Highland, and Hawthorn Avenues and McCadden Place as a special precinct.

Green Principles

Green principles are incorporated throughout the Project to comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED-Homes Mid-Rise) program.

These include, but are not limited to:

Site Development

- Erosion controls will be implemented during construction.
- Stormwater from impermeable surfaces will be directed to on-site infiltration features.

- Bicycle parking and changing rooms will be provided.
- Designated parking will be provided for low-emitting, fuel-efficient and carpool/ vanpools.
- Interior and exterior lighting will be designed to reduce light pollution from the building site.
- Parking will be designed not to exceed minimum zoning requirements thereby encouraging the use of alternative modes of transportation.
- Electric vehicle charging stations will be provided for 3% of the total residential parking vehicle capacity.
- No invasive plants will be used in the landscape design.
- Drought-tolerant plants will be installed.
- Use of conventional turf will be limited.
- Site heat island effects will be reduced by installing light-colored, high-albedo materials for 50% of hardscapes.
- A cool roof will be installed to reduce roof heat island effects.

Energy Efficiency and Atmosphere

- Energy performance when compared to baseline standard will be increased by a minimum of 14%.
- High-efficacy lighting throughout the units will be installed, as described in Chapter 6 of the CEC 2005 Building Energy Efficiency Standards Compliance Manual.
- Refrigerant charge testing of the HVAC system will occur.
- HVAC, refrigeration and fire suppression equipment will not contain CFCs or halons.

Water Efficiency

- Minimum 20% reduction in potable water use within the building will occur through installation of high-efficiency and very high-efficiency plumbing fixtures and fittings.
- Minimum 30% reduction in overall irrigation demand will occur through the installation of a high-efficiency irrigation system.
- A weather- or soil moisture-based irrigation controller will be installed.

Material Conservation and Resources

- Construction waste reduction will be at least 75%.
- There will be readily accessible areas for recycling of paper, corrugated cardboard, glass, plastics and metals.
- No tropical woods will be used.
- Precut framing packages will be used in order to reduce waste.
- If required, building commissioning will occur in order to verify that the building systems and components meet the project requirements.
- There will be a preference for products to be installed that have recycled content, low emissions and/or are local/regional materials.

Environmental Quality

- Indoor contamination control will occur during construction.
- A pre-occupancy flush will be performed to minimize pollutants to building occupants.
- Carbon-monoxide monitors will be installed in all units.
- Adhesives, sealants, and caulks will comply with air quality management district rules.
- Architectural paints and coatings will comply with VOC limits.
- Green Label Plus Program carpets will be installed.
- Certified FloorScore resilient flooring systems will be installed.
- No added urea-formaldehyde in hardwood plywood, particleboard and medium density fiberboard will be used.

Indoor Moisture Control

- Wall and floor framing will be tested for moisture content ($\leq$ 19%) before adding finishes.
- ENERGY STAR bathroom exhaust fans will be ducted to the exterior.
- Kitchen exhausts will be ducted to the exterior.
- Humidistat controllers will be installed in bathrooms with tubs or showers.

Construction Information

General construction information is provided in Table II-5. Construction would begin in November 2012 and is projected to last until May 2014. There would not be any phasing; Building A and B would be constructed concurrently. Alternatively, the Project could be built in two phases. However, for a conservative analysis, it is assumed in this IS/MND that the Project would be built all at one time. The estimated construction schedule is shown in Table II-6.

Table II-5
General Construction Information

Activity	Amount
Total Site Area	2.71 acres
Roundtrip Distance to Dump Site	65.4 miles
Total Area to be Graded	1.74 acres
Maximum Daily Area to be Graded	0.44 acres
Maximum Daily onsite cut/fill during Grading	1,500 cubic yards
Total Structural Area to be Built	249,722 square feet
Maximum Daily Structural Area to be Built	1,500 square feet
Soil Import	0
Soil Export	66,576 cubic yards
Soil Handled Daily	1,500 cubic yards
Haul Truck Capacities	12.5 cubic yards
Total Area Paved	66,500 square feet

Source: Highland Selma Venture, LLC, June6, 2012.
Table by CAJA Environmental Services, June 2012.

Table II-6
Construction Schedule

Phase	Start Date	Finish Date	Length
Grading	January 10, 2013	April 10, 2013	3 months
Site Prep (trenching)	April 10, 2013	May 1, 2013	3 weeks
Building Construction	May 1, 2013	August 1, 2015	15 months
Finishing (arch coating)	August 1, 2015	November 1, 2015	3 months
Paving	November 1, 2015	December 1, 2015	1 month

Note, these dates and lengths of time are general approximations.
Source: Highland Selma Venture, LLC, June 6, 2012.
Table by CAJA Environmental Services, June 2012.

Haul Route[3]

From Project Site

Loaded trucks will exit the Project Site and head east on Selma Avenue, turn right onto Highland Avenue, turn right onto Odin Street, turn left on North Cahuenga Boulevard, turn left onto US-101 West, merge onto CA-170 North, merge onto Interstate-5 North, Exit 172 toward CA-162 West Ventura and Newhall Ranch Road, turn left onto Newhall Ranch Road and continue on Henry Mayo Drive to the Chiquita Canyon Landfill entrance on the right.

To Project Site

Empty trucks will exit the landfill and head east on Henry Mayo Drive/CA-162, bear right onto I-5 South, merge onto CA-170 South, merge onto US-101 East, exit Highland Avenue, merge onto Cahuenga Boulevard West, continue onto Highland Avenue, turn left onto Selma Avenue, and enter the Project Site on the left.

PROJECT OBJECTIVES

The objectives of the Project are as follows:

- Create a development with a range of retail goods and services along with residential dwelling units;
- Transform the Project Site from its existing use to a modern mixed-use campus development that is consistent with the priorities and unique vision contemplated for Hollywood in the Community Plan, the Community Plan update and the Redevelopment Plan; and
- Create a mixed-use campus environment of iconic contemporary buildings that represent the future of Hollywood, while at the same time respecting the historic nature of adjacent uses and recognizing that its location is a transition point between the low rise residential neighborhood to the south and the high rise intense uses of Hollywood Boulevard, just a block to the north.

DISCRETIONARY ACTIONS

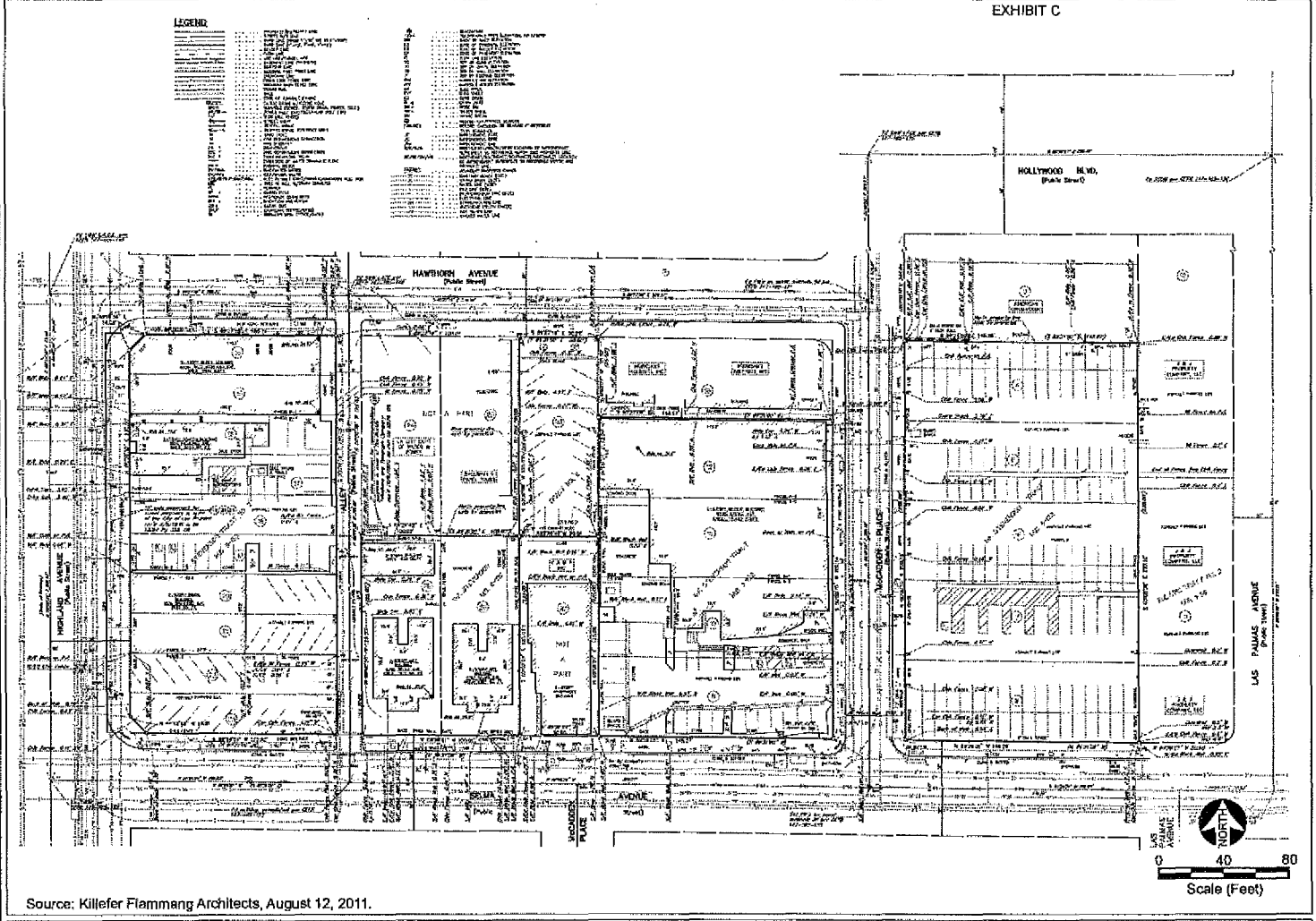
1. Conditional Use Permit for floor-area-ratio averaging in a Unified Development.
2. Parking Variance to reduce required parking.
3. Vesting Tentative Tract Map
4. Site Plan Review

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[3] *City of Los Angeles, Department of City Planning, Proposed Haul Route, Highland Selma Venture, LLC.*

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EXHIBIT C



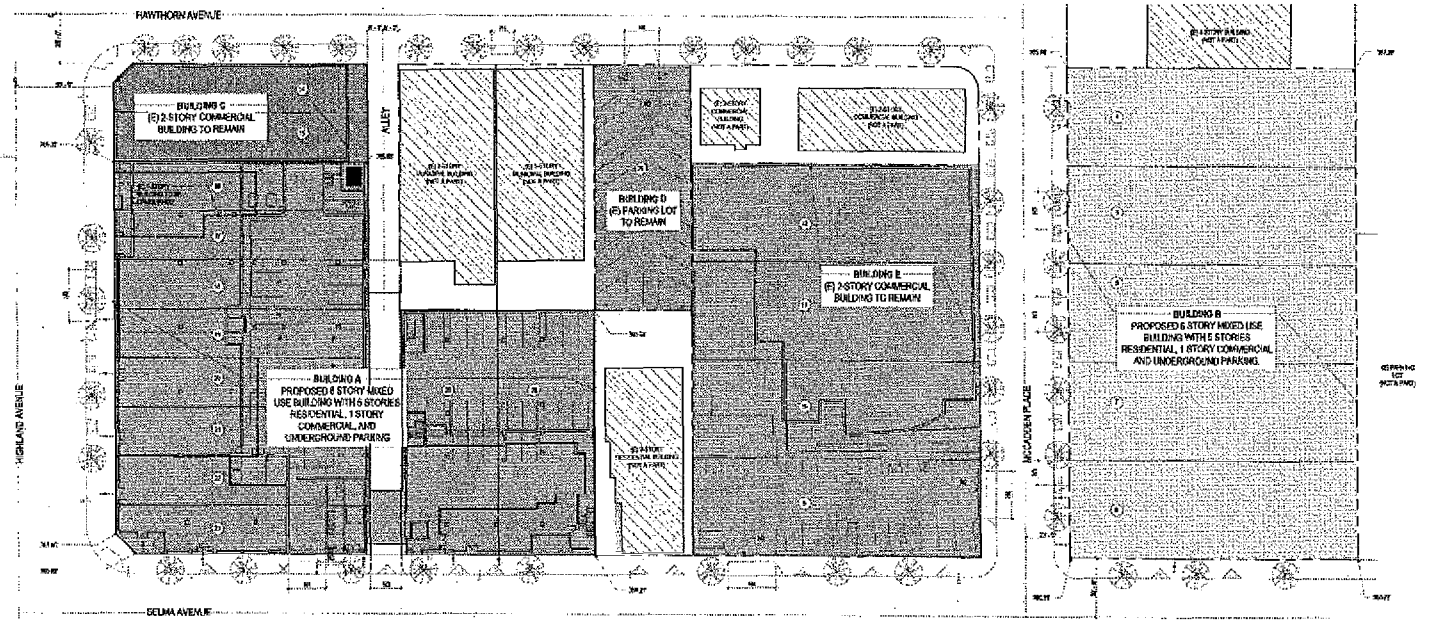
Source: Killefer Flammang Architects, August 12, 2011.

CAJA Environmental Services, LLC

Figure II-14
Survey Plan

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EXHIBIT C



Legend

- EXISTING NEIGHBORING BUILDING (NOT A PART)
- LANDSCAPING AREA
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURE TO BE DEMOLISHED
- (1) LOT NUMBER, SEE SURVEY
- STREET LIGHT

NORTH

0 25 50
Scale (Feet)

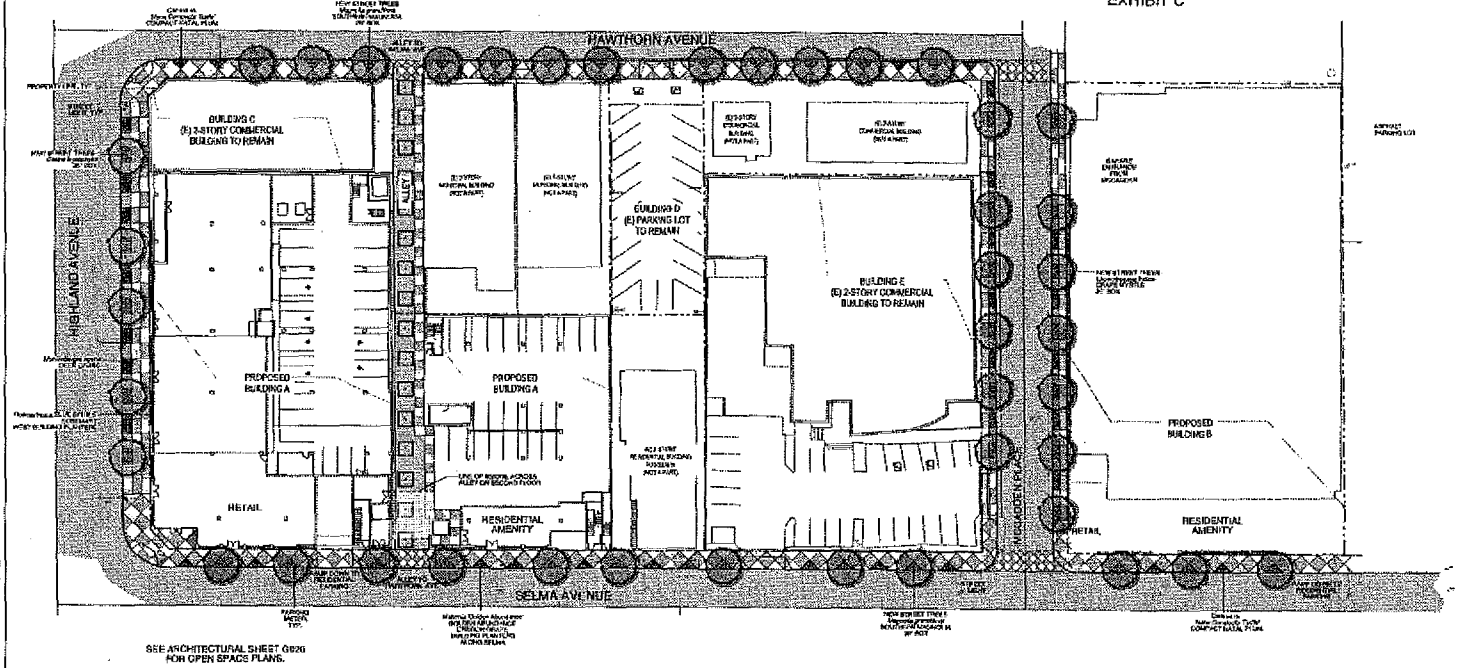
Source: Killefer Flammang Architects, September 21, 2012.

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Figure II-15
General Site Plan

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EXHIBIT C



SEE ARCHITECTURAL SHEET G926 FOR OPEN SPACE PLANS.

EXISTING TREE REMOVALS

4	Magnolia grandiflora STREET TREES ON HIGHLAND AVENUE.
ALL	EXISTING STREET TREES ALONG SELMA AVENUE.
2	Magnolia grandiflora STREET TREES ON HAWTHORNE AVENUE.
4	Lagerstroemia Indica STREET TREES ON MCCADDEN PLACE.
4	Olea europaea IN PROPOSED BUILDING B FOOTPRINT.
2	FICUS TREES IN PROPOSED BUILDING A FOOTPRINT.
1	AVOCADO TREE.

STREET FRONTAGE IMPROVEMENTS

HIGHLAND AVENUE, HAWTHORN AVENUE, SELMA AVENUE AND MC CADDEN PLACE.

-DIAGONAL AND RECTANGULAR PATTERN INTEGRAL COLOR CONCRETE SIDEWALKS AND DRIVE APRONS, ALTERNATE PANELS TO BE CONTRASTING COLORS.

-RECTANGULAR AND TRIANGULAR PLANTERS AT BACK OF CURB TO BE PLANTED WITH FOOT TRAFFIC TOLERANT SHRUBS.

-*Cassia leptophylla* STREET TREES ALONG HIGHLAND AVENUE.

-*Lagerstroemia Indica* TREES ALONG MCCADDEN PLACE.

-*Magnolia grandiflora* TREES ALONG SELMA AVENUE AND HAWTHORN AVENUE.

-RAISED STRIP PLANTERS AGAINST BUILDINGS ALONG HIGHLAND AVENUE, SELMA AVENUE AND THE EAST SIDE OF MCCADDEN WILL BE INSTALLED WHERE POSSIBLE.

LANDSCAPE NOTES

-PLANTINGS WILL BE SEASONALLY DIVERSE.

-PLANTING HAS BEEN CHOSEN FOR DURABILITY IN URBAN CONDITIONS AND PLACED WITHIN THE CONTEXT OF THE PROJECT TO ENHANCE THE SENSE OF SPACE, TO LINK PROJECT ELEMENTS AND TO DEFINE GATHERING AREAS.

-100 NEW TREES PROPOSED, INCLUDING STREET TREES, A RATIO OF APPROXIMATELY 1 TREE PER EVERY 2.5 NEW UNITS.

-STREET TREES ARE PLANTED IN CONTINUOUS, UNIFORMLY SPACED ROWS WITH VARIOUS SPECIES CHOSEN TO BE COMPATIBLE WITH THE BUILDING AND STREET SCALE AND RESPOND TO DIFFERENT MICROCLIMATES.

-PLANTING IS MAINTAINABLE AND LOCATED PER EXPOSURE HYDROZONES.

-EACH PLANTING AREA SHALL BE EQUIPPED WITH A HIGHLY EFFICIENT AUTOMATIC IRRIGATION SYSTEM AND PROPER DRAINAGE.

-THE IRRIGATION SYSTEM VALVES WILL BE ALLOCATED TO INCLUDE PLANTING AREAS WITH SIMILAR EXPOSURE AND WATER NEEDS FOR MAXIMUM WATER USE EFFICIENCY.

NORTH

0 40 80

Scale (Feet)

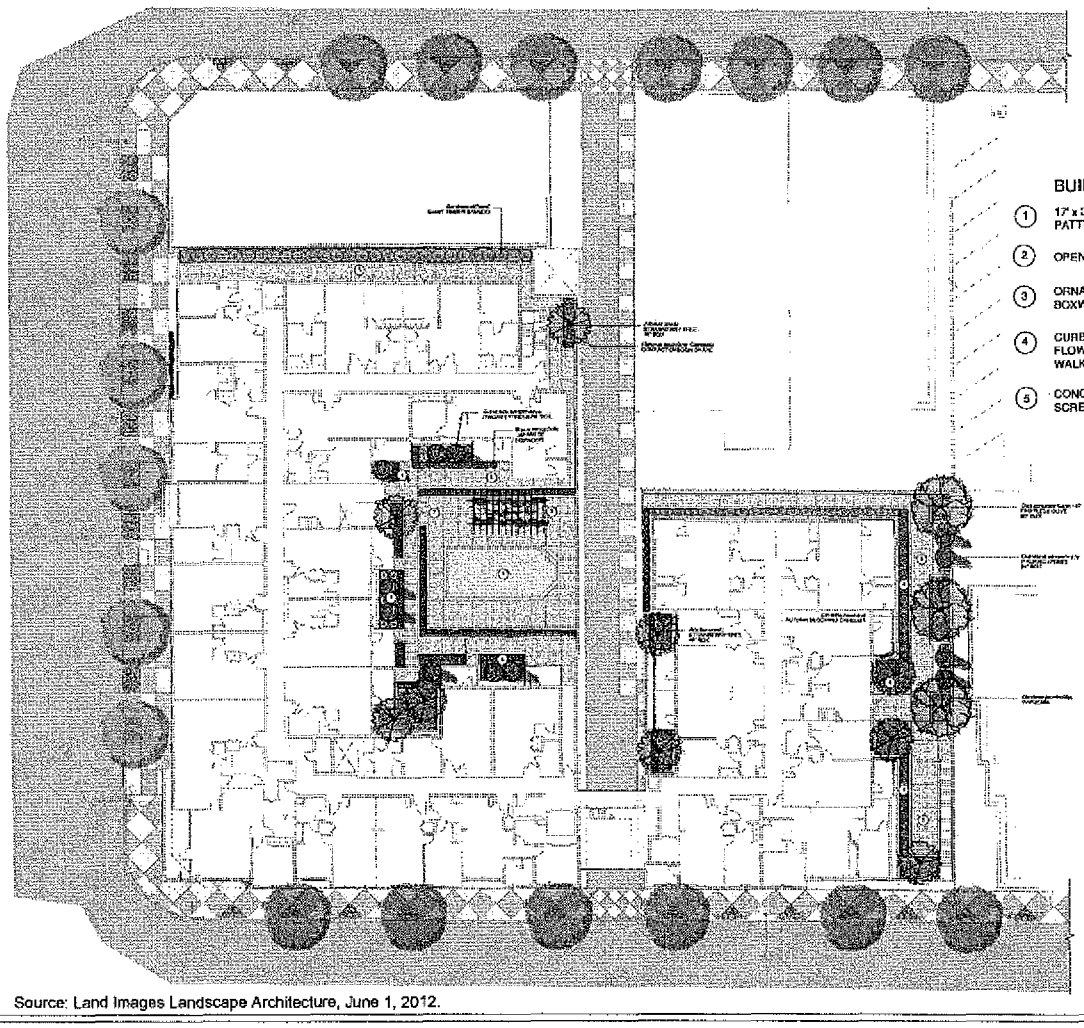
Source: Land Images Landscape Architecture, June 1, 2012.

CAJA Environmental Services, LLC

Figure II-16
Overall Landscape Plan

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EXHIBIT C



BUILDING A COURTYARD

1. 17' x 37' SWIMMING POOL WITH 4' WIDE INTEGRAL COLOR PATTERNED CONCRETE PERIMETER DECKING.
2. OPEN WOOD FRAME ARBOR WITH FLOWERING VINES
3. ORNAMENTAL TUBE STEEL POOL FENCE SURROUNDED BY FORMAL BOXWOOD HEDGE.
4. CURBED PLANTERS WITH FORMAL BOXWOOD HEDGE EDGE AND FLOWERING SHRUB BACKGROUND, TO SEPARATE PERIMETER WALKS FROM PRIVATE PATIOS.
5. CONCRETE PATH OF TRAVEL EGRESS WALK WITH BACKGROUND SCREENING SHRUBS AND ACCENT PLANTING.

NORTH

0 20 40

Scale (Feet)

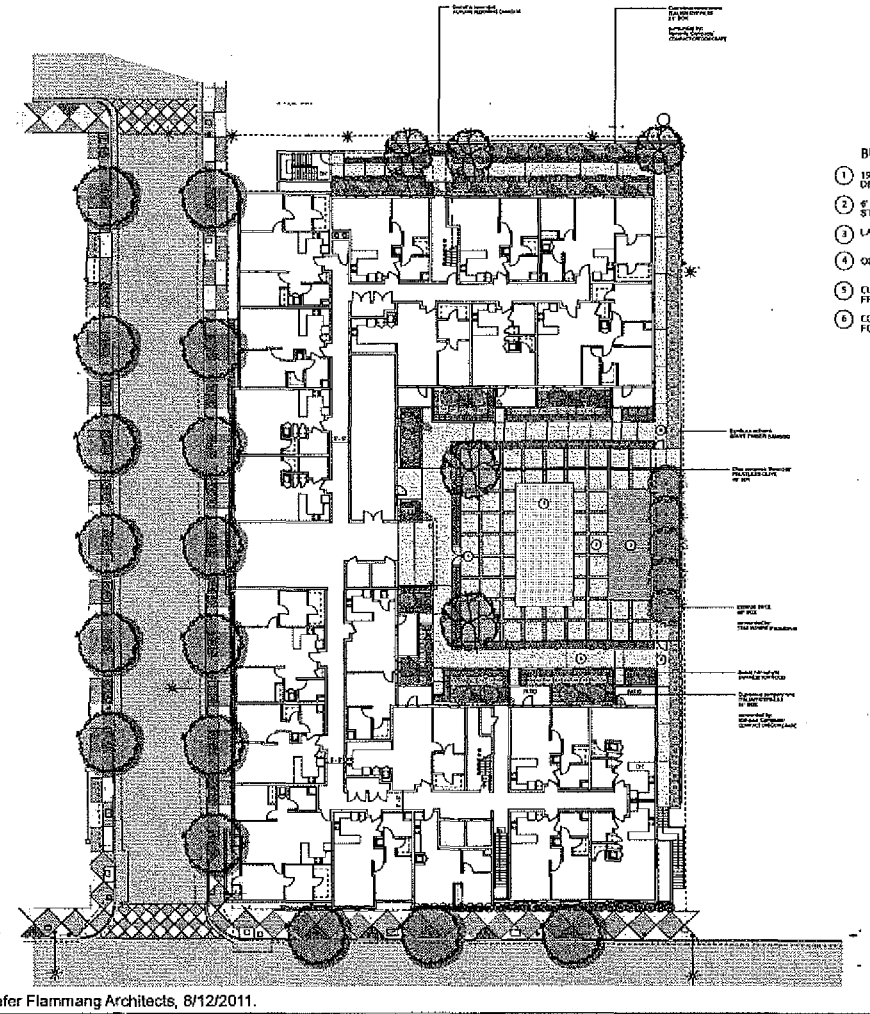
Source: Land Images Landscape Architecture, June 1, 2012.

CAJA Environmental Services, LLC

Figure II-17
Building A Landscape Plan

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EXHIBIT C



BUILDING B COURTYARD

1. 15' x 40' SWIMMING POOL WITH 4' WIDE INTEGRAL COLOR PATTERNED CONCRETE PERIMETER DECKING.
2. 6' SQUARE INTEGRAL COLOR CONCRETE PADS FOR DECK FURNITURE WITH 12' WIDE LAWN STRIPS BETWEEN.
3. LAWN FOR CASUAL LOUNGING.
4. ORNAMENTAL TUBE STEEL FENCE INSIDE FORMAL BOXWOOD HEDGE.
5. CURBED PLANTERS WITH FLOWERING SHRUB BORDER, TO SEPARATE PERIMETER WALKS FROM PRIVATE PATIOS.
6. CONCRETE PATH OF TRAVEL, EGRESS WALK WITH BACKGROUND SCREENING SHRUBS AND FOREGROUND ACCENT PLANTING.

NORTH

0 20 40

Scale (Feet)

Source: Killefer Flammang Architects, 8/12/2011.

CAJA Environmental Services, LLC

Figure II-18
Building B Landscape Plan

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Greenhouse Gases	☐ Population and Housing
☐ Agriculture and Forestry Resources	☒ Hazards and Hazardous Materials	☒ Public Services
☐ Air Quality	☒ Hydrology and Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use and Planning	☐ Transportation and Traffic
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities and Service Systems
☒ Geology and Soils	☒ Noise	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	**Date**

Printed Name

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME	**PHONE NUMBER**
Highland Selma Venture, LLC	*(310) 312-8020*
PROPONENT ADDRESS	
11601 Wilshire Boulevard, Suite 1650, Los Angeles, CA 90025	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles Department of City Planning	
PROPOSAL NAME (If Applicable)	
Highland Selma	

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
2.	**AGRICULTURE AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii.	Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
9.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	systems or provide substantial additional sources of polluted runoff?				
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
10.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☒	☐
b.	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
11.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
12.	**NOISE.** Would the project:				
a.	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	other agencies?				
b.	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
13.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
14.	**PUBLIC SERVICES.**				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii.	Police protection?	☐	☒	☐	☐
iii.	Schools?	☐	☒	☐	☐
iv.	Parks?	☐	☒	☐	☐
v.	Other public facilities?	☐	☐	☒	☐
15.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
16.	**TRANSPORTATION AND TRAFFIC.** Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
17.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
18.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).				
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
Gabriela Juarez	Associate City Planner	(213) 978-1199	

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IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if a project were to introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista.

The Project Site is located in the Hollywood community of the City of Los Angeles (the "City"), in an area zoned for a mix of uses including commercial, office, and residential uses. The existing visual character of the surrounding locale is highly urban and the Project Site is not located within or along a designated scenic highway, corridor, or parkway. The Project Site is located within a densely developed urban area.

Views in the vicinity of the Project Site are largely constrained by the existing structures on the Project Site, structures on adjacent parcels, and the area's relatively flat topography. Due to the existing densely built environment, there are limited and obstructed views of the nearby Santa Monica Mountains/Hollywood Hills, located approximately 1 mile to the north, and of the Hollywood Sign, located approximately 2.5 miles to the northeast.

There are no tall or topographic features on the Project Site from which scenic vistas may be obtained or which make up part of the scenic landscape of the surrounding community. At the street level, views are limited predominately to those from the north-south oriented streets, such as Highland Avenue and McCadden Place. However, these street views are obstructed by developments at Hollywood Boulevard. Views from the East Block are blocked by the Egyptian Theater.

The heights of the proposed buildings would be comparable to other structures in the area, particularly other structures along Hollywood Boulevard, and thus will not introduce an incompatible scenic element into the community. The Project's massing will be partially lowered to five stories with a floating clerestory along Selma Avenue, referencing that street's lower profile and adjacency to the low rise residential community to the south; along Highland Avenue the massing raises to six stories as the scale increases up to Hollywood Boulevard. As there is currently development on the Project Site and on adjacent lots that obstructs views of the Hollywood Hills and Hollywood Sign, the Project will not substantially block scenic vistas, and impacts will be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

No Impact. A significant impact would occur only if scenic resources would be damaged or removed by a project within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site, and none of the existing vegetation on-site is

considered a protected species. Additionally, the streets serving and surrounding the Project Site including Hollywood Boulevard, Highland Avenue, Selma Avenue, Hawthorn Avenue, and McCadden Place are not officially designated state scenic highways.[1] Therefore, no impacts to scenic resources will occur as a result of the Project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. A significant impact may occur if a project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

Compatibility with Character of Surrounding Community

The Project will create a mixed-use development that acts as a transition point between the low-rise residential neighborhood to the south and the high-rise towers along Hollywood Boulevard to the north. The Project will be compatible with and complementary to the surrounding area because it would consist of uses that are already existing in the area: multi-family residential, commercial, office and entertainment uses. The area blends these uses not block-by-block but within the same block, parcel, and building. The Project supports this arrangement and does not try to alter the area's character. The Project will revitalize the area by constructing new, modern residential buildings with ground-floor commercial, while also retaining the existing on-site entertainment and office uses to enhance the surrounding community.

Architectural Style and Design

The Project Site is located in a heavily urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of development, size, and height. The Project will relate to the surrounding community with contemporary buildings that respects the historic nature of adjacent uses.

Height

The maximum building height is unlimited by zoning and the Project's Building A would be approximately 82'6" and Building B would be approximately 80'6". Both buildings will be six stories.

The height of the proposed buildings will be comparable to the majority of existing structures in the area. The theater building to the north of the East Block is 4-stories, and another building half a block north of

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[1] *California Department of Transportation, Landscape Architecture, Scenic Highway Program, Officially Designed Scenic Highways, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed October 5, 2011.*

the Project Site, at the corner of Hollywood Boulevard and McCadden Place, is 8-stories. The north side of Hollywood Boulevard is characterized by taller buildings, including the 5-story Hollywood and Highland Entertainment Complex and the 11-story Hollywood First National Building. The south side of Selma Avenue, along McCadden Place and Las Palmas Avenue, is characterized by mostly 2-story residential buildings, with a 1-story commercial building at the corer of Highland Avenue. Therefore, impacts with regard to visual character and height will be less than significant.

Visual Character and Massing

In keeping with the contemporary design of the Panavision building built in 1999, Building A and Building B will be constructed with exteriors that incorporate materials including smooth plaster, stone, exposed steel, wood paneling and glass. Although the new buildings will not be immediately adjacent to each other, they will be visually connected by the use of one material element-a warm, wood-sided, 4-story horizontal bar that visually connects the two buildings and the site. This hollow wooden bar threads a series of secondary material elements; neutral, light-colored masses with punched windows, along its length, unifying 640 feet along Selma Avenue.

The massing of the Project is partially lowered to five stories with a floating clerestory along Selma Avenue, referencing that street's lower profile and adjacency to the low-rise residential community to the south. Along Highland Avenue the massing rises to six stories as the scale increases up to Hollywood Boulevard.

The ground-floor retail and restaurant base will have vertical architectural elements, spaced by metal awnings, to carry the massing above and provide a rhythm along the street. It will incorporate glazed display openings that not only engage pedestrians, but also allow the upper mass of the buildings to appear to be floating above the street. That rhythm of streetscape, reinforced by vertical columns, spaced awnings, and consistent signage placement would be punctuated with regularly spaced light standards, which will be consistent throughout the site.

The street level will have colored and patterned concrete walk surfaces and street tree and shrub planting. Elegant vintage lighting fixtures will combine to establish a safe, vibrant street frontage, drawing pedestrians to the retail element and at the same time distinguishing the streetscapes of Selma Avenue, Highland Avenue, Hawthorn Avenue, and McCadden Place as a special precinct.

The architectural style, heights of the two buildings, massing, and street-level appearance will not introduce any elements that are visually incompatible with the surrounding area. Therefore, impacts with regard to visual character and massing will be less than significant.

The Project Site will also be landscaped and maintained (see **Mitigation Measure 1-1**) and **Mitigation Measure 1-3** will ensure that on-site signage complies with the Los Angeles Municipal Code Section 91.6205.

There is the potential for the Project Site to be visually blighted by graffiti and accumulation of rubbish and debris along the walls adjacent to the sidewalk and street. However, to ensure this potential impact is less than significant, **Mitigation Measure 1-2 is being proposed.** Further, while the Project Site is under construction, construction walls and barriers will be erected, which have the potential to attract unauthorized bills and postings. **Mitigation Measure 1-4** will ensure that aesthetic impacts related to construction barriers is less than significant.

Mitigation Measures

Even though no significant impacts have been identified, the following mitigation measures would be included to further enhance and ensure the Project's compatibility with the visual character and quality of the surroundings:

1-1 Aesthetics (Landscape Plan)

All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

1-2 Aesthetics (Vandalism)

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

1-3 Aesthetics (Signage)

- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

1-4 Aesthetics (Signage on Construction Barriers)

- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways.

The Project Site and surrounding area contain numerous sources of nighttime lighting, including streetlights, security lighting, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces introduced by the Project include new windows at the Project Site and automobiles traveling and parked on streets in the vicinity of the Project Site.

Light

The surrounding area is illuminated by freestanding streetlights and lighting from the surrounding commercial, office, and theater uses.

Vehicle headlights from traffic on local surface streets also contribute to overall ambient lighting levels. In addition, Highland Avenue is a major thoroughfare with heavy traffic that further contributes to the amount of ambient lighting. Outside lighting on the Project Site consists of light fixtures on the sides of the existing buildings and freestanding streetlights.

Implementation of the Project would create additional sources of illumination on the Project Site. With the exception of the on-site uses that would be retained as part of the Project, the remainder of the Project Site consists of paved parking lots and remnants of previous improvements. Therefore, the Project will change the levels of ambient lighting emanating from the Project Site with construction of two six-story residential and retail buildings.

Exterior lighting will be shielded and directed onto the Project Site and away from adjacent uses to the maximum extent feasible. In addition to increasing the ambient "glow" presently associated with urban settings and with this part of the City, project-related light sources will likely spill over onto and potentially illuminate, off-site vantages including adjacent streets and land uses.

Though the Project will increase ambient light levels in the vicinity, the increase will not be substantial as the Project Site is located in an urbanized location that is already illuminated at night and would be compatible with surrounding uses. As stated, the Project area is illuminated with streetlights, ambient light from the commercial and school uses across from and adjacent to the Project Site, and automobile headlights. Further, exterior lighting will be designed to confine illumination to the Project Site and off-site areas that do not include light-sensitive uses (see **Mitigation Measure 1-5**). Therefore, the change in levels of ambient illumination as a result of the Project will be less than significant with implementation of **Mitigation Measure 1-5.**

Mitigation Measure

1-5 Aesthetics (Light)

Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Glare from building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods.

The Project includes an increase in window and building surfaces in comparison to the existing uses. This increase in surfaces will have the potential to reflect light onto adjacent roadways and land uses. However, the Project will limit reflective surface areas and the reflectivity of architectural materials used. Since the project buildings will be constructed with materials that have minimal potential for generating glare, the Project is not be expected to create unusual or isolated glare impacts. Glass that will be incorporated into the facades of the building will either be of low-reflectivity or accompanied by a non-glare coating. Thus, the Project will not result in a new source of substantial glare. Impacts as a result of glare generated by the Project will be less than significant with implementation of **Mitigation Measure 1-6.**

Mitigation Measure

1-6 Aesthetics (Glare)

The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational/parks, churches, schools, outdoor restaurants, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Winter and Summer Solstice

"Solstice" is defined as either of the two points on the ecliptic (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 1/2° of the arc. At winter solstice, about December 22, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. At the time of summer solstice, about June 22, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for winter solstice, summer solstice and the equinox, cast from 9 AM to 3 PM (winter), 9 AM to 5 PM (summer), and 9 AM to 5 PM (equinox).

Thresholds of Significance

Impact Criteria for City of Los Angeles

A project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9 AM and 3 PM Pacific

Standard Time (between late October and early April), or for more than four hours between the hours of 9 AM and 5 PM Pacific Daylight Time (between early April and late October).

Sensitive Uses

Sensitive uses include, but are not limited to: residential, commercial, institutional (such as a school) or other land use types where sunlight is important to function, physical comfort, or commerce. There are no sensitive uses north, east, or west of the Project Site. There are residential uses south of the Project Site on Selma Avenue, Hollywood High School to the west, and a two-story residential use (apartments) located at 6753 Selma Avenue.

Project Impacts

Summer Solstice (June 21)

Figures IV-1 to IV-3 illustrate Summer Solstice shadows for 9 AM, 1 PM, and 5 PM, respectively. There would be a significant impact if sensitive uses are shaded more than 4 hours between 9 AM and 5 PM.

- 9 AM – The Project generates short shadows along the west sides of buildings. Shadows fall along streets (McCadden Place and Highland Avenue), alleyways, and surface parking. No Project-generated shadows are cast on surrounding sensitive uses.

- 1 PM – The Project generates short shadows on the north and east sides of buildings. No Project-generated shadows are cast on surrounding sensitive uses. The adjacent residential building at 6753 Selma Avenue would not have shadows cast upon it by the Project's Building A. The shadows end approximately at the building's property line.

- 5 PM – The Project generates long shadows along east and south sides of buildings. The residential use at 6753 Selma Avenue, a shadow sensitive use, is covered with Project-generated shadows.

However, since the sensitive receptor was not shaded by Project-generated shadows at 1 PM, it would not have been shaded for more than four hours between 9 AM and 5 PM. Therefore, no significant shadow impacts during summer solstice would occur.

Winter Solstice (December 21)

Figures IV-4 to IV-6 illustrate Winter Solstice shadows for 9 AM, 12 PM and 3 PM, respectively. There would be a significant impact if sensitive uses are shaded more than 3 hours between 9 AM and 3 PM.

- 9 AM – The Project generates long shadows along the north and west sides of buildings. Shadows fall along streets (McCadden Place, Highland Avenue, and Hawthorn Avenue), alleyways, surface parking, the LADWP building, and the south-facing, windowless wall of the Egyptian Theater. No Project-generated shadows are cast on surrounding sensitive uses.

- 12 PM – The Project generates medium-length shadows along the north sides of buildings. Shadows fall along streets (McCadden Place, Highland Avenue, and Hawthorn Avenue), alleyways, surface parking, LADWP building, office building at 6772 Selma Avenue, and the south-facing, windowless wall of the Egyptian Theater. No Project-generated shadows are cast on surrounding sensitive uses.

- 3 PM – The Project generates long shadows along the north and east sides of buildings. Shadows fall along streets (McCadden Place, Las Palmas Avenue, and Hawthorn Avenue), alleyways, surface parking, LADWP building, office building at 6772 Selma Avenue, Musicians Institute building on corner of McCadden and Hawthorn, an office building on Las Palmas Avenue, and the south-facing, windowless wall of the Egyptian Theater. However, none of these uses are considered a sensitive receptor/use. The residential use at 6753 Selma Avenue, a shadow sensitive use, is covered with Project-generated shadows.

However, since the sensitive receptor was not shaded by Project-generated shadows at 12 PM, it would not have been shaded for more than three hours between 9 AM and 3 PM. Therefore, no significant impact during winter solstice would occur.

Equinox (March/September 21)

Figures IV-7 to IV-9 illustrate Equinox shadows for 9 AM, 1 PM and 5 PM, respectively. There would be a significant impact if sensitive uses were shaded more than 4 hours between 9 AM and 5 PM.

- 9 AM – The Project generates medium-length shadows along the north and west sides of buildings, but fall along streets (McCadden Place, Highland Avenue, and Hawthorn Avenue). No Project-generated shadows are cast on surrounding sensitive uses.

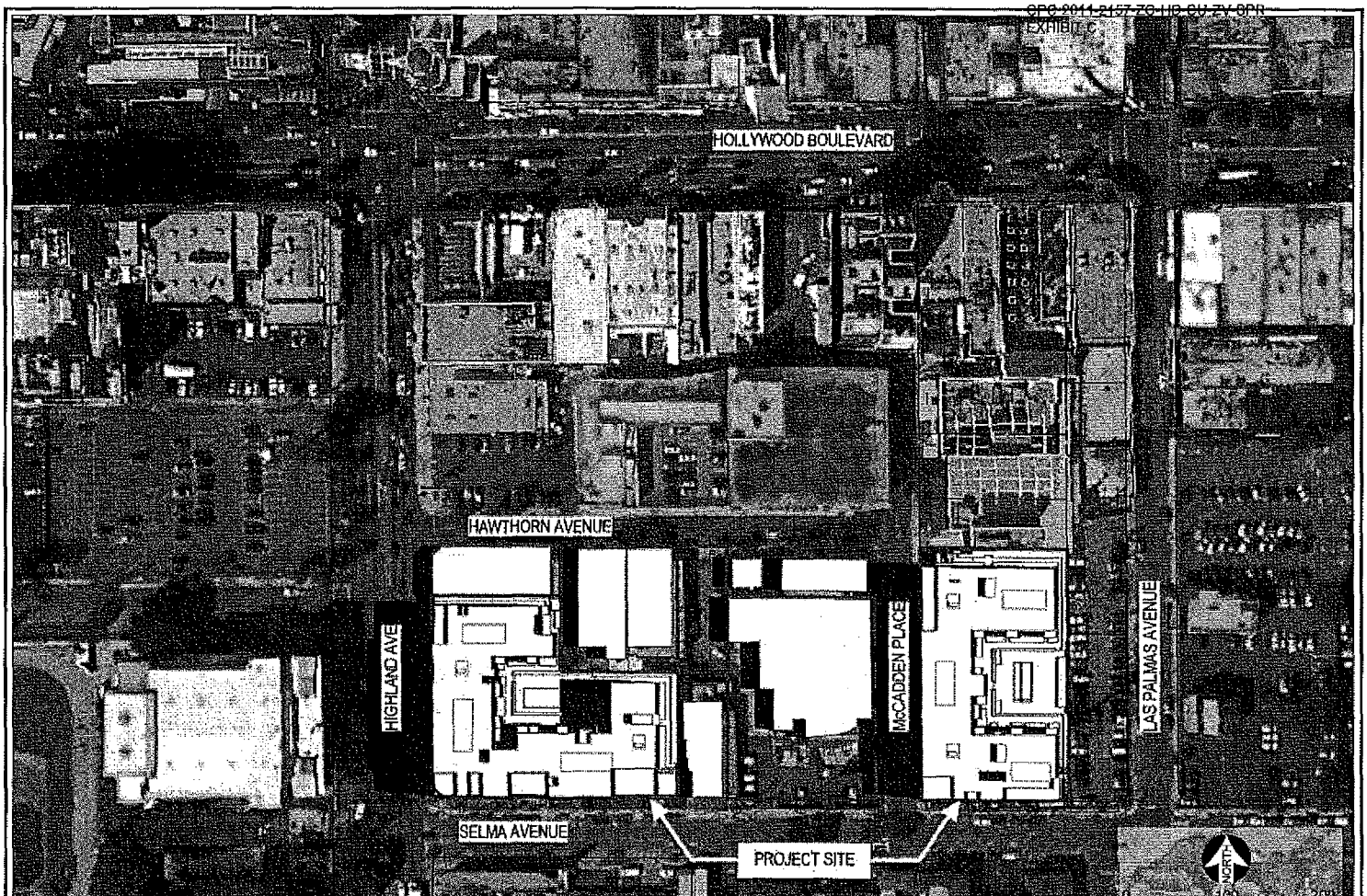
- 1 PM – The Project generates short shadows along north sides of buildings, but these shadows fall primarily within the Project Site, with a small portion falling on the office building at 6772 Hawthorn Avenue. No Project-generated shadows are cast on surrounding sensitive uses.

- 5 PM – The Project generates long shadows along north and east sides of buildings. Shadows fall along streets (McCadden Place, Las Palmas Avenue, and Hawthorn Avenue), alleyways, surface parking, LADWP building, office building at 6772 Selma Avenue, and an office building and a hair salon on Las Palmas Avenue. However, none of these uses are considered a sensitive receptor/use. The residential use at 6753 Selma Avenue, a shadow sensitive use, is covered with Project-generated shadows.

However, since the sensitive receptor was not shaded by Project-generated shadows at 1 PM, it would not have been shaded for more than four hours between 9 AM and 5 PM. Therefore, no significant impact during either equinox would occur.

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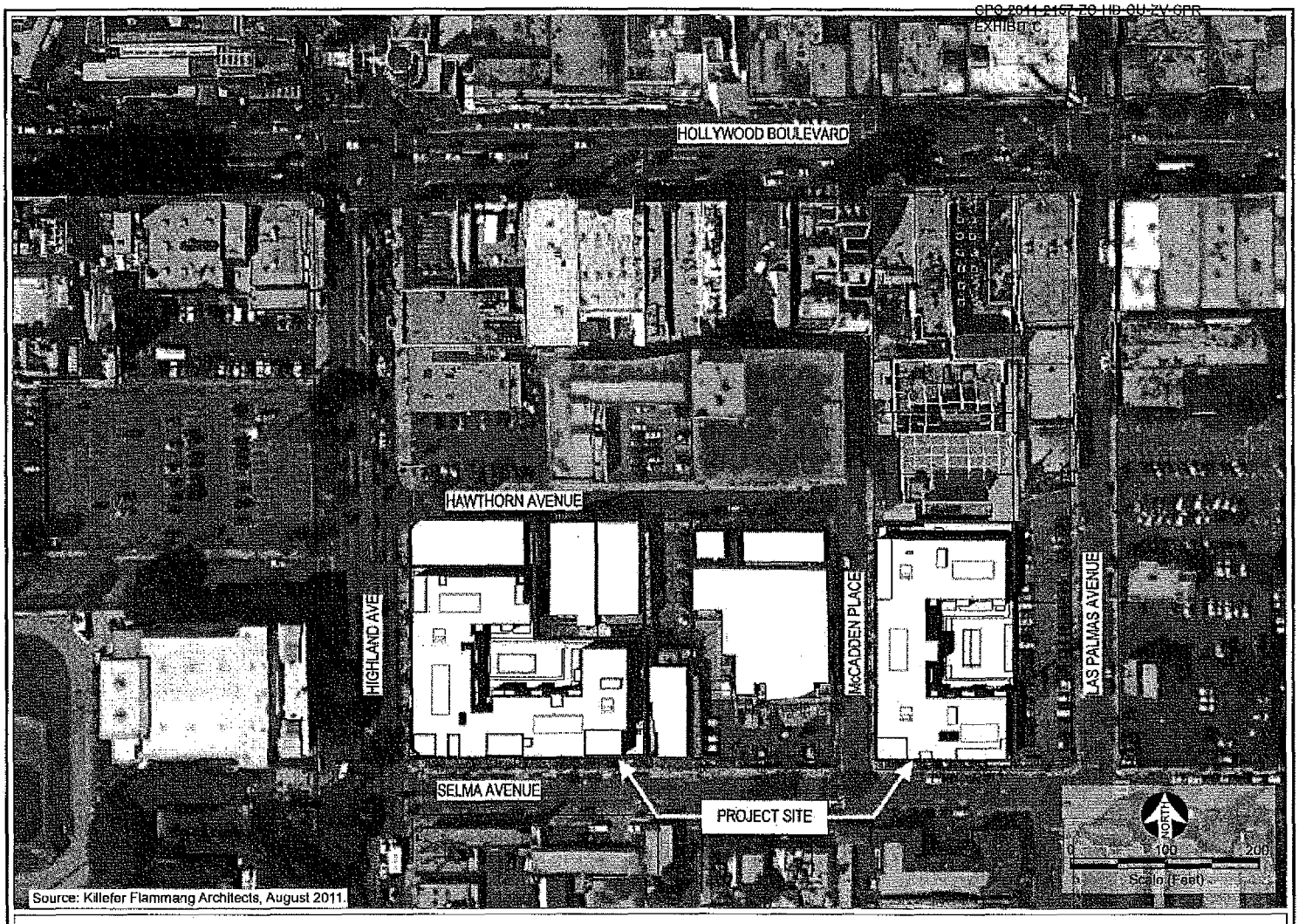
Source: Killefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-1
Summer Solstice Shadows 9AM

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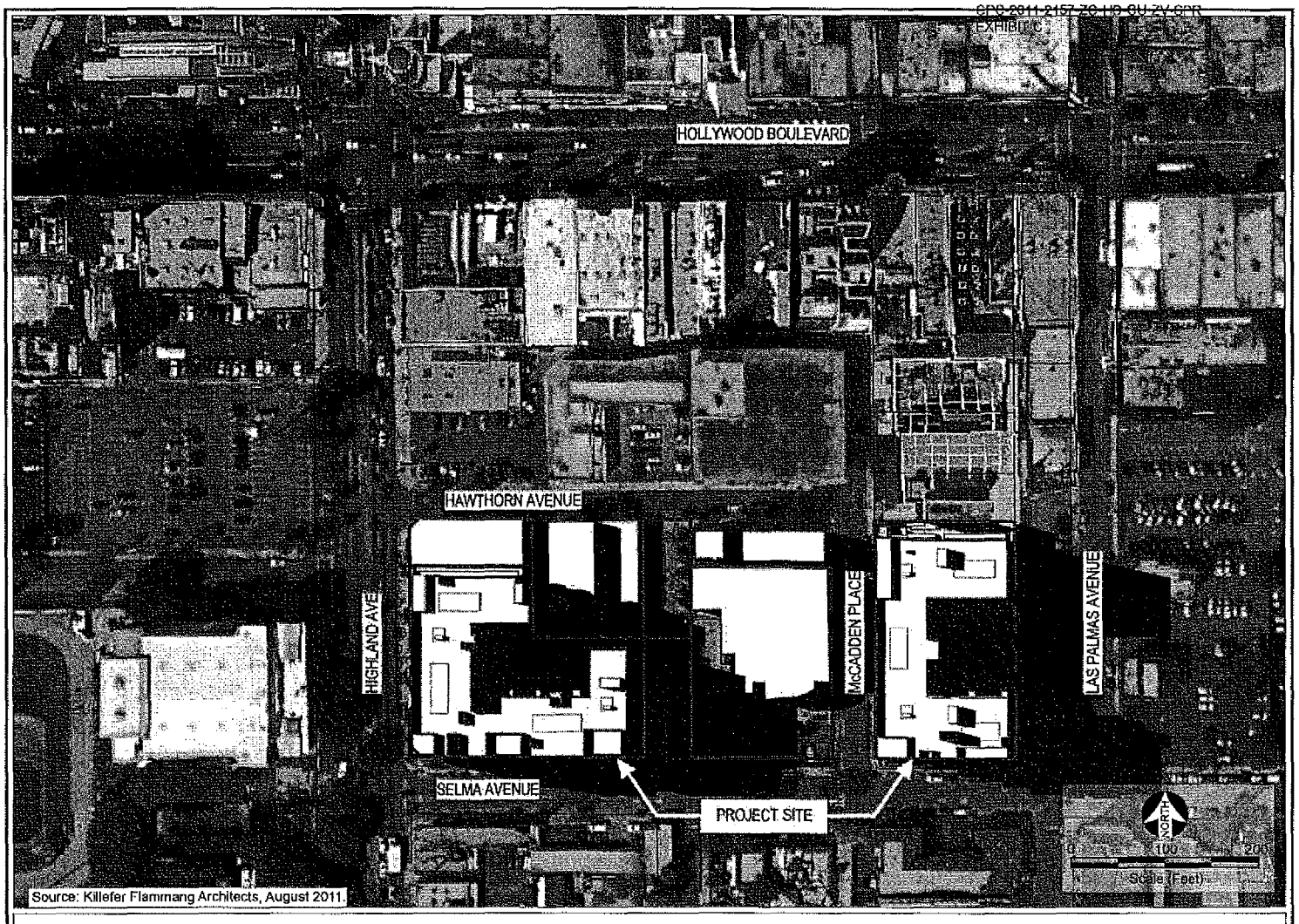


CAJA Environmental Services, LLC

Figure IV-2
Summer Solstice Shadows 1PM

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Source: Killefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-3
Summer Solstice Shadows 5PM

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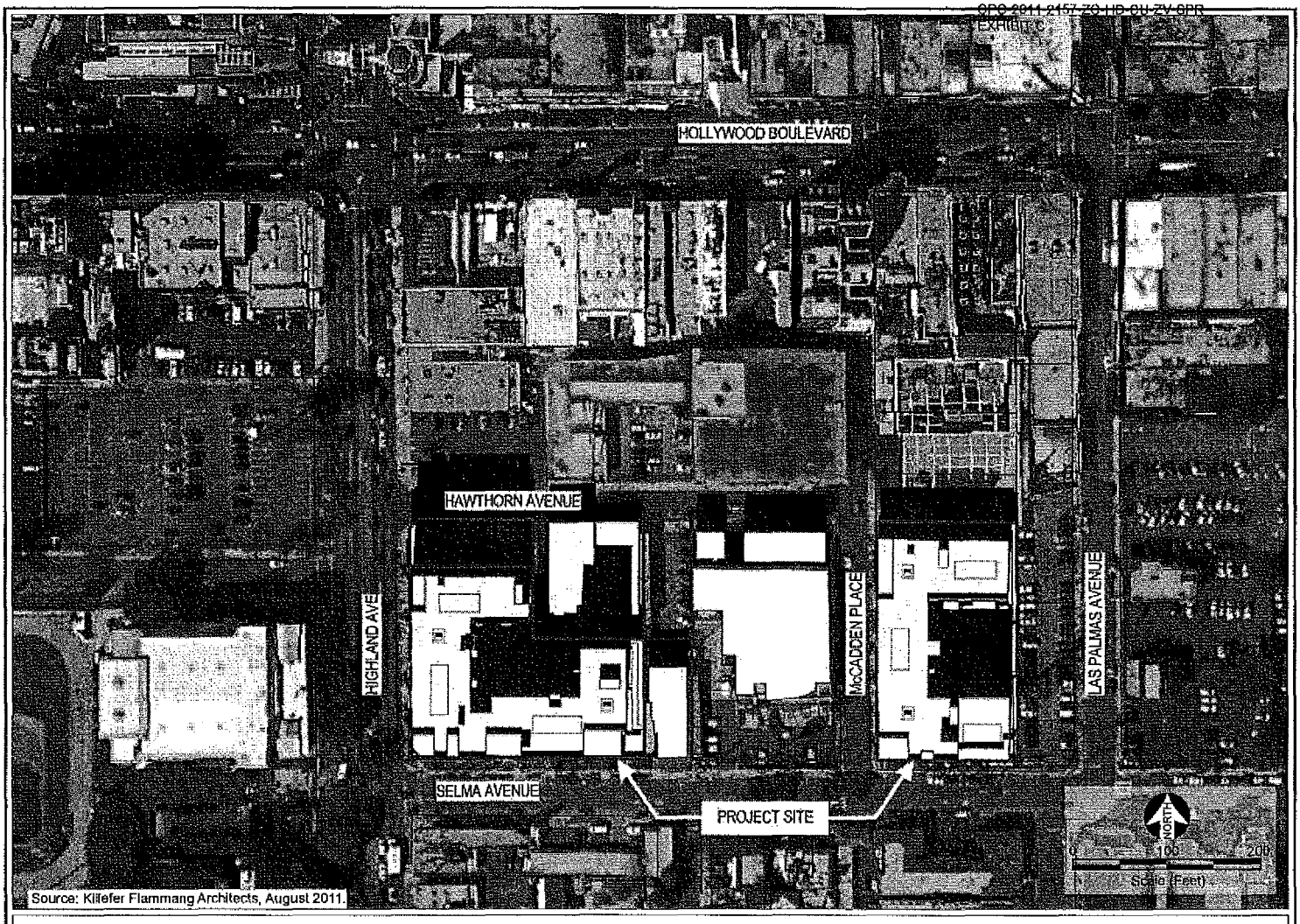
Source: Killefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-4
Winter Solstice Shadows 9AM

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EXHIBIT C



Source: Kilefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-5
Winter Solstice Shadows 12PM

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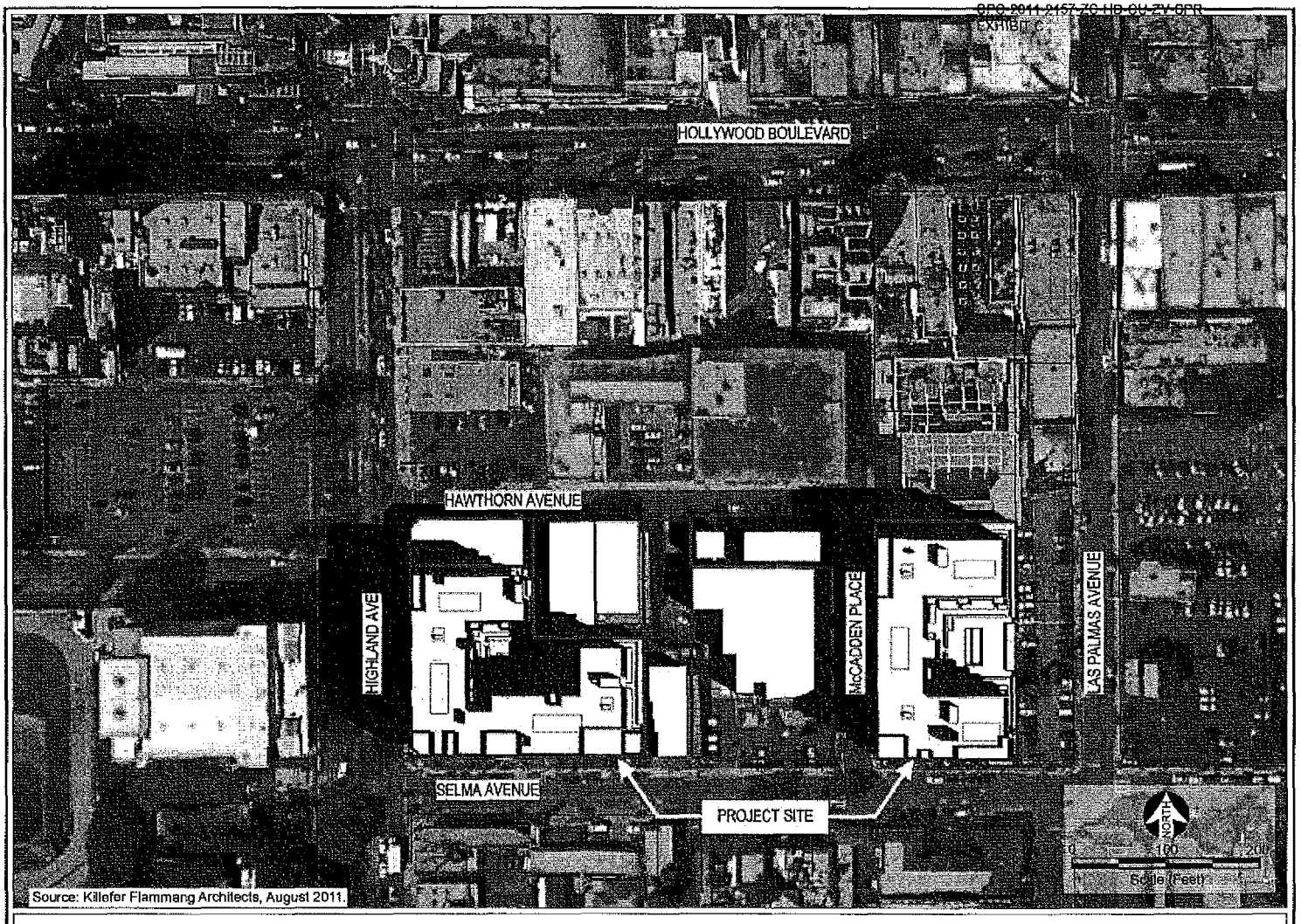
Source: Killefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-6
Winter Solstice Shadows 3PM

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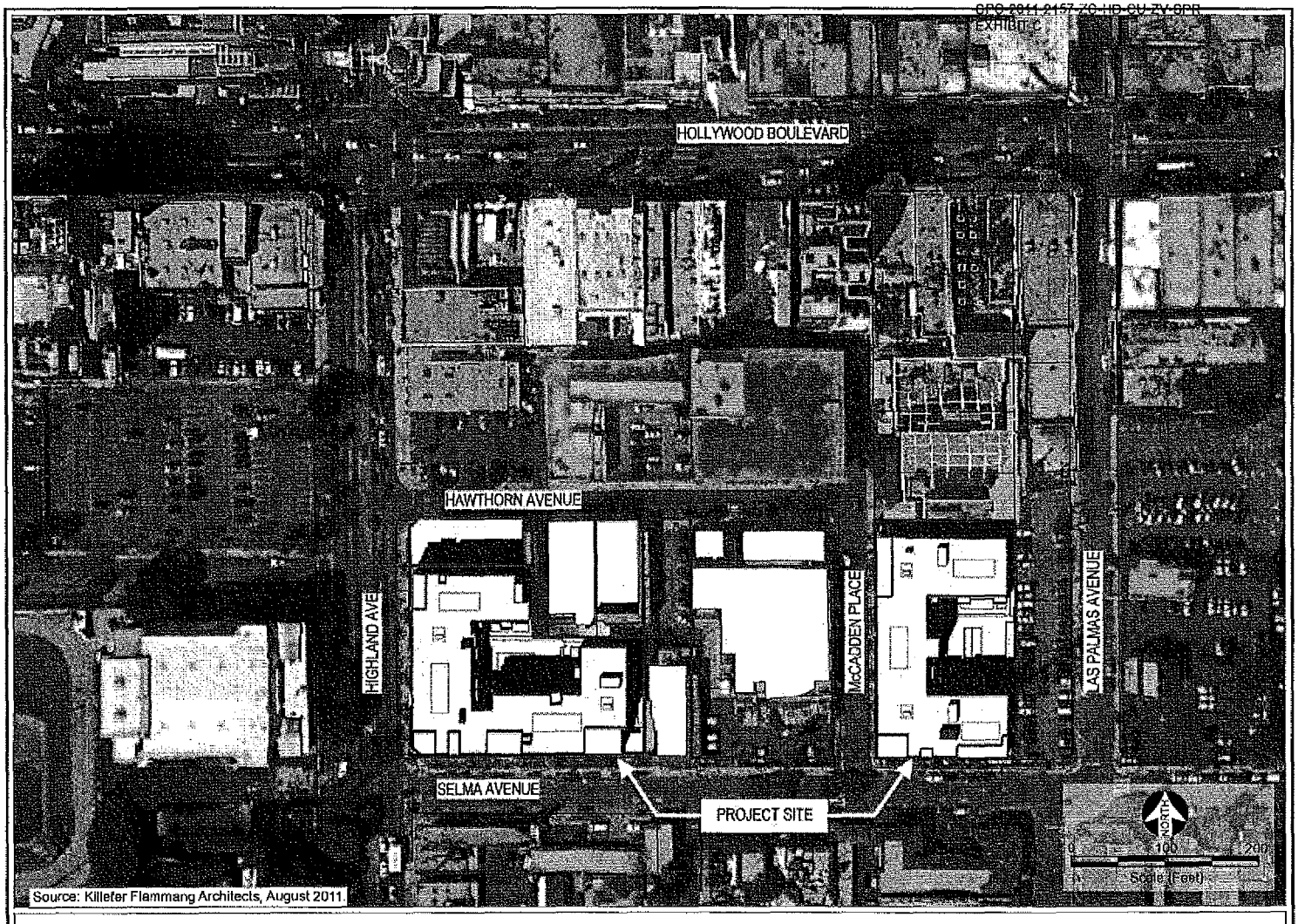
Source: Killefer Flammang Architects, August 2011.

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Figure IV-7
Equinox Shadows 9AM

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EXHIBIT C



CAJA Environmental Services, LLC

Figure IV-8
Equinox Shadows 1PM

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EXHIBIT C



Source: Killefer Flammang Architects, August 2011.

CAJA Environmental Services, LLC

Figure IV-9
Equinox Shadows 5PM

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2. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California. The Project Site is designated as Urban and Built-Up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[2] Therefore, the Project would have no impact on the conversion of farmland to non-agricultural uses.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[3] The Project Site does not contain any State-designated agricultural lands or open space. Thus, the Project Site is not subject to a Williamson Act Contract.

The Project Site is used for commercial and other uses and thus will not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use. Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)0, timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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[2] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf, October 3, 2011.*

[3] *State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, May 7, 2010.*

No Impact. The Project Site is zoned C4-2D and C4-2D-SN, the 'C" meaning commercial zone. Neither the Project Site nor surrounding parcels are zoned for forest land or timberland. No impacts related to forest land or timberland will occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project is built up with existing buildings completely surrounded by urban uses and is not forest land. No impact related to the loss of forest land or conversion of forest land will occur.

e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site nor surrounding parcels are utilized for agricultural uses or forest land. No impacts related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use will occur.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (the "Basin"), the applicable plan is the 2007 *Air Quality Management Plan* (AQMP), which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. The agency has responded to this requirement by preparing a series of AQMPs. The Governing Board of the SCAQMD adopted the most recent of these on June 1, 2007. The 2007 AQMP was prepared to comply with the Federal and State Clean Air Acts and amendments, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP builds on the approaches taken from the previous 2003 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) prepared by SCAG are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, a project that is consistent with the land use designation in a city's general plan would also be consistent with the SCAG's regional forecast projections. Subsequently, a project that is consistent with SCAG's regional forecast projections would then also be consistent with the AQMP growth projections.

As discussed in response to Checklist Question 10(b) below, the project would be consistent with the Regional Center Commercial General Plan land use designation. Also, as discussed in response to Checklist Question 13(a) below, the project's housing unit count and residential population is consistent with SCAG projections for the Hollywood Plan Community area. Thus, the Project is consistent with the 2007 AQMP.

Furthermore, the Project Site is located within proximity to Metro's Red Line subway at the Hollywood/Highland Station located approximately 650 feet northwest of the Project Site and the Hollywood/Vine Station located approximately 3,500 feet east of the Project Site. In addition to the subway, the Project Site is served by bus lines 2/302, 212/312, and 156.

Further, as discussed in Table IV-10, below, the Project would be consistent with the goals of the Hollywood Community Plan to reduce vehicle miles traveled. It is anticipated that many of the residential studio units would be occupied by the student population associated with the Musicians Institute trade school currently located on and near the Project Site. For these reasons, the Project will reduce vehicle miles traveled by locating a mixed-use development near neighborhood-serving retail and trade school, as well as the Metro Red Line Hollywood/Highland Station.

Another measurement tool to determine consistency with the AQMP is to assess how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT), both within the project area and the community in which the project is located, and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with the AQMP.

The Project Site is in an urbanized area within the Hollywood Community Plan area. The Project involves development of a two six-story structures that would include a total of 248 residential dwelling units and a total of approximately 12,785 square feet of retail floor area. As part of the Project's objectives, the Project will support the goals of the Hollywood Community Plan by developing housing and employment opportunities within close proximity to public transit, and will continue to support the entertainment industry in Hollywood by retaining existing on-site entertainment uses. Because residential and commercial uses currently exist in the area surrounding the Project Site, the mixed-use design of the Project will encourage residents to walk to neighborhood-serving retail uses (e.g., retail and restaurant facilities) at the Project Site and in the surrounding area.

In addition, public bus service in the project area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Various bus transit routes are located within walking distance of the Project Site, including, but not limited to, transit lines Metro Local 2, 4, 156, 210, 212, 217, 302, and 312; Metro Shuttle 656; Metro Rapid 704 and 780; LADOT DASH Hollywood and DASH Hollywood/Wilshire; and West Hollywood City Line A/B.

Thus, the Project is planned in a way that results in the minimization of VMT both within the project area and the community in which the Project is located, thereby, minimizing the amount of air pollutant emissions. Therefore, the Project is consistent with the goals of the AQMP for reducing the emissions associated with new development. Based on this information, the Project will not impair implementation of the AQMP, and this impact will be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A project could have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

During construction, two basic types of activities would be expected to occur and generate emissions. The Project Site does not have any existing buildings on the footprint for the proposed Buildings A and B. First, the Project Site will be prepared, excavated, and graded to accommodate the foundations for the proposed mixed-use buildings. Secondly, the new mixed-use buildings will be constructed at the Project Site.

Construction activities at the Project Site will generate pollutant emissions from the following construction activities: (1) grading and excavation; (2) construction workers traveling to and from Project Site; (3) delivery and hauling of construction supplies and debris to and from the Project Site; (4) the fuel combustion by onsite construction equipment; and (5) building construction, including the application of architectural coatings. These construction activities will temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants.

Construction activities involving site preparation and grading would primarily generate PM_{10} emissions. Mobile source emissions (use of diesel-fueled equipment onsite, and traveling to and from the Project site) would primarily generate nitrogen oxide (NO_x) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (ROG) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared using the CalEEMod computer model recommended by the SCAQMD. Table IV-1 identifies daily emissions that are estimated to occur on peak construction days for each of the construction activities. The Project will comply with all applicable dust control measures including SCAQMD Rule 403. The calculations incorporate assumptions including that dust control measures would be implemented. Rule 403 and other dust control measures are included as **Mitigation Measure 3-1.**

Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

As shown on Table IV-1, construction-related daily emissions associated with the project would not exceed any of SCAQMD's significance thresholds for the criteria pollutants. Thus, construction air quality impacts associated with the Project will be less than significant.

Mitigation Measure

3-1 Air Pollution (Demolition, Grading, and Construction Activities)

- 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.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- 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.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

Table IV-1
Estimated Peak Daily Construction Emissions

Construction Year	Emissions in Pounds per Day [1]					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2012	10.91	93.25	51.21	0.11	5.31	4.66
2013	8.04	57.18	43.30	0.09	3.45	3.35
2014	37.38	52.39	41.58	0.09	3.14	3.04
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

[1] Emissions assume implementation of Rule 403 dust control measures.
ROG = reactive organic gas NOx = nitrogen oxide CO = carbon monoxide SOx = sulfur oxide
PM_{10} = particulate matter 10 $PM_{2.5}$ = particulate matter 2.5
Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix A.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after occupation. Stationary area source emissions are generated by the consumption of natural gas and landscape maintenance. Mobile emissions are generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the project has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. The results of these calculations are presented on Table IV-2. As shown, the project's operational emissions will not exceed SCAQMD's significance thresholds for the criteria pollutants. Thus, operational air quality impacts associated with the project would be less than significant.

Table IV-2
Estimated Peak Daily Operational Emissions

Emissions Category	Emissions in Pounds per Day					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area [1]	6.26	0.25	21.22	0.00	0.11	0.11
Energy [2]	0.10	0.84	0.36	0.01	0.07	0.07
Mobile [3]	13.36	34.16	135.15	0.24	26.63	1.67
Total	***19.72***	***35.25***	***156.73***	***0.25***	***26.81***	***1.85***
SCAQMD Thresholds	*55.00*	*55.00*	*550.00*	*150.00*	*150.00*	*55.00*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Table IV-2
Estimated Peak Daily Operational Emissions

Emissions Category	Emissions in Pounds per Day					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$

ROG = reactive organic gas *NOx = nitrogen oxide* *CO = carbon monoxide* *SOx = sulfur oxide*
PM_{10} = particulate matter 10 *$PM_{2.5}$ = particulate matter 2.5*

[1] *Examples of area source emissions are: residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbecue lighter fluid and hair spray.*

[2] *Energy emissions are those associated with the use of electricity and natural gas.*

[3] *Mobile emissions are associated with traffic trips.*

Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix A.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. In determining whether a project's contribution to a cumulative increase in any criteria pollutant for which the project region is non-attainment, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects.[4] Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

The Project Site is located in the Los Angeles Basin, which is currently in non-attainment status based on federal and state standards for emissions of O_3, $PM_{2.5}$, and PM_{10}, and is in non-attainment status based on state standards for emissions of lead. As stated in response to Checklist Question 3(b) above, the project will not generate construction or operational emissions that exceed the SCAQMD's significance thresholds. Therefore, the Project will not contribute considerably to any cumulative increase in emissions of the pollutants for which the Basin is in non-attainment, and cumulative impacts will be less than significant.

[4] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.[5]

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These LSTs, which are found in the mass rate look-up tables in the *Final Localized Significance Threshold Methodology* document prepared by the SCAQMD, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$.[6] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each source receptor areas (SRA). For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

The SCAQMD has developed five sample construction scenarios, one-acre, two-acre, three-acre, four-acre, and five-acre in size, where construction impacts do not exceed the most stringent LSTs. The sample scenarios were designed for use as models or templates for analyzing construction air quality impacts by projects of similar size. During the project's construction phase, the maximum daily amount of acreage to be disturbed is 0.44 acre. For this reason, the one-acre sample construction scenario was used as a template to analyze the significance of the daily construction emissions generated by the project. The resulting construction emissions generated were then analyzed against the applicable LSTs for a one-acre site.

LSTs are provided for each of SCAQMD's 38 SRA at various distances from the source of emissions. The Project Site, which is located in the Hollywood Community Plan area of the City, is located within SRA 1, which covers the Central Los Angeles area. The nearest and most notable off-site sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the project includes the Hollywood High School located west of the Project Site, across Highland Avenue. Given the proximity of the sensitive receptor to the Project Site, the LSTs for a one-acre site

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[5] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, pages 5-1.*

[6] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

with receptors located within 25 meters (82.02 feet) were used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions.[7]

Ambient air pollution has the potential to affect the residential occupants of the Project. However, to ensure this potential impact is less than significant **Mitigation Measure 3-2 is being proposed.**

Mitigation Measure

3-2 Air Pollution (Stationary)

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.

Construction Period Emissions – Localized Emissions

As shown on Table IV-3, the average peak daily emissions generated within the Project Site during construction activities will not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors will be less than significant.

Table IV-3
Localized Construction Emissions (lbs/day)

Activity	CO	NO_x	PM_{10}	$PM_{2.5}$
Demolition	29.1	60.9	3.1	2.2
Site Preparation	6.3	13.7	1.3	0.9
Grading	15.2	36.6	2.3	1.9
Building	16.3	30.4	2.2	2.0
Architectural Coating and Paving	8.8	17.2	1.2	1.1
Significance Thresholds	*680.0*	*74.0*	*5.0*	*3.0*
Exceed Significance?	**NO**	**NO**	**NO**	**NO**

Source: CAJA Environmental Services, 2011. Modeling results included in Appendix A.

Operational Period Emissions – Localized Emissions

To determine whether operational emissions generated by the project would result in localized air quality impacts, the net operational emissions of the project over the existing uses at the Project Site are also

[7] *Although the identified nearest off-site sensitive receptors to the Project site are located closer than 82 feet, the SCAQMD's LST methodology states that projects with boundaries located closer than 82 feet (25 meters) to the nearest receptor should use the LSTs for receptors located at 82 feet.*

analyzed against the SCAQMD's operational LSTs for a receptor location of 82 feet. For operational emissions, the LST methodology is applicable to projects where emission sources occupy a fixed location. Consequently, this analysis only evaluates the emissions generated by the on-site stationary sources (e.g., water and space heaters, landscaping equipment, etc.) and mobile sources (i.e., vehicular travel within the proposed parking levels) associated with the project and existing on-site uses.

The net daily operational emissions generated by the on-site stationary and mobile sources associated with the project are shown on Table IV-4 and are compared against the SCAQMD's localized operational emission thresholds.

Table IV-4
Localized Estimated Daily Operational Emissions

Operational Phase	Total On-site Emissions (Pounds per Day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions				
Energy	0.84	0.35	0.07	0.07
Architectural Coatings	-	-	-	-
Consumer Products	-	-	-	-
Hearth	-	-	-	-
Landscaping	0.25	21.22	0.11	0.11
Total Emissions	**1.09**	**21.57**	**0.18**	**0.18**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*2.00*	*1.00*
Significant Impact?	***No***	***No***	***No***	***No***
Wintertime (Non-Smog Season) Emissions				
Energy	0.84	0.36	0.07	0.07
Architectural Coatings	-	-	-	-
Consumer Products	-	-	-	-
Hearth	-	-	-	-
Landscaping	0.25	21.22	0.11	0.11
Total Emissions	**1.09**	**21.58**	**0.18**	**0.18**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*2.00*	*1.00*
Significant Impact?	***No***	***No***	***No***	***No***

Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix A.

As shown on Table IV-4, on-site operational emissions generated by the project will not exceed the established SCAQMD localized thresholds for NO_x, CO, PM_{10}, and $PM_{2.5}$. Thus, the localized air quality impacts resulting from operational emissions associated with the project will be less than significant.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." Based on the traffic report prepared for the project (included as Appendix H to this IS/MND), implementation of the project would result in a net increase of 1,805 daily traffic trips to the Project Site. The Project is not

anticipated to have a significant impact at any of the 10 analyzed intersections during the morning or afternoon peak hours during the Existing Plus Project and Future (2014) traffic conditions. Thus, the Project will not have the potential to generate localized high levels of CO.

Furthermore, the SCAQMD recommends an evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse, and/or when the LOS for an intersection worsens from C to D or worse. Based on the traffic study for the Project, Project-related traffic volumes would not meet these criteria at any of the analyzed study intersections. Therefore, this impact associated with CO hotspots is less than significant.

CO "Hot Spots"

The localized CO concentration impacts associated with motor vehicle travel generated by the project and cumulative development have been evaluated with the addition of traffic growth associated with cumulative development.[8] The simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the Project Site in the year 2012 with cumulative development in order to provide a worst-case analysis of future conditions.

Table IV-5
Future (2012) Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts per Million [a]							
	Roadway Edge		25 feet		50 feet		100 feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Highland Avenue and Franklin Avenue	6.2	4.5	5.1	3.7	4.7	3.4	4.2	3.0
Highland Avenue and Franklin Avenue/Franklin Place	6.3	4.5	5.2	3.7	4.8	3.5	4.3	3.1
La Brea Avenue and Hollywood Boulevard	5.1	3.7	4.3	3.1	4.0	2.9	3.7	2.7
Highland Avenue and Hollywood Boulevard	5.2	3.7	4.4	3.2	4.2	3.0	3.8	2.8
Las Palmas Avenue and Hollywood Boulevard	4.3	3.1	3.8	2.7	3.6	2.6	3.4	2.5
Cahuenga Boulevard and Hollywood Boulevard	4.8	3.5	4.1	3.0	3.9	2.8	3.7	2.7
Highland and HHS Drive/Selma Avenue	4.9	3.5	4.2	3.1	4.0	2.9	3.7	2.7
Cahuenga Boulevard and Selma Avenue	4.3	3.1	3.8	2.7	3.6	2.6	3.4	2.5
Highland Avenue and Sunset Boulevard	5.4	3.9	4.7	3.4	4.4	3.2	4.0	2.9

[8] *This analysis evaluates the future ambient CO concentrations generated by the Project and related projects (cumulative development).*

Table IV-5
Future (2012) Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts per Million [a]							
	Roadway Edge		25 feet		50 feet		100 feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Cahuenga Boulevard and Sunset Boulevard	6.0	4.3	4.8	3.5	4.4	3.2	4.0	2.9

[a] *The* federal *1-hour CO ambient air quality standard is 35.0 ppm, and the* state *1-hour CO ambient air quality standard is 20.0 ppm. National and* state *8-hour standards are 9.0 parts per million.*

Traffic Information Source: Draft Transportation Study for the Highland Selma Venture Mixed-Use Project, prepared by Gibson Transportation Consulting, Inc, dated November 2011
Source: CAJA Environmental Services, 2011. Calculation data and results are provided in Appendix A.

As shown on Table IV-5, future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective federal or state ambient air quality standards (i.e., the federal 1-hour CO ambient air quality standard is 35.0 ppm, and the state 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour federal and state standards for localized CO concentrations are 9.0 ppm). Thus, implementation of the project would not expose any possible sensitive receptors (such as residential uses, schools, hospitals, etc.) located in close proximity to these intersections to substantial localized pollutant concentrations. Therefore, project impacts related to this issue will be less than significant.

Toxic Air Contaminants (TAC)

Because the project consists of the development of residential and retail uses and will not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs, no toxic airborne emissions would normally result from its implementation. In addition, construction activities associated with the project would be typical of other residential developments in the City, and would be subject to the regulations and laws relating to TACs 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 will be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors are usually associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Because the project involves no elements related to these types of activities, no odors are anticipated.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of annoyance to adjacent uses, but because they are temporary

and intermittent in nature, would not be considered a significant environmental impact. Therefore, impacts associated with objectionable odors will be less than significant.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). The Project Site is located in an urbanized area of the Hollywood community. Landscaping on-site is limited to ornamental and street trees and does not include any native vegetation. No candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS occurs on the Project Site. Therefore, no impact on sensitive or special status species will occur.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS were to be adversely modified without adequate mitigation.

The Project will not interfere with the movement of any resident or migratory fish or wildlife species. There are no known locally designated natural communities on the Project Site or in the project vicinity. Therefore, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, impacts to biological resources would be less than significant.

The Project Site is located in an urbanized area of the Hollywood community and is completely paved and developed. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Therefore, no impact to sensitive habitats will occur and no further analysis is required.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project without adequate mitigation.

The Project Site is completely paved and developed and located in an urbanized area of the Hollywood community. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the vicinity of the Project Site.[9] Therefore, the Project will not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands will occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites.

The Project Site is located in an urbanized area of the Hollywood Community. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development, the Project Site does not function as a corridor for the movement of native or migratory animals. Additionally, no native wildlife nurseries are located in the project area. Therefore, no impacts to migratory wildlife corridors or native wildlife nursery site will occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

This section is based on the following report: Tree Report, prepared by Land Images Landscape Architects, October 27, 2011 (included as Appendix I to this IS/MND).

Less Than Significant Impact. A project-related significant adverse effect could occur if a project would cause an impact that is inconsistent with local regulations pertaining to biological resources.

The Project Site is located in an urbanized area of the Hollywood Community and is completely paved and developed. Local ordinances protecting biological resources are limited to the City of Los Angeles Native Tree Preservation Ordinance. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site (Table IV-6 provides a description of the existing on-site trees). As shown in Table IV-6, all on-site trees would be removed with the exception of trees #12-14, which would be preserved in place.

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[9] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed October 7, 2011.*

Table IV-6
Existing Trees

No.	Species	DBH	Height	Health	Struct.	Aesth.	Current Impact Category
1	Magnolia grandiflora	10"	30'	G	F	F	To be removed for construction
2	Magnolia grandiflora	14"	30'	G	F	F	To be removed for construction
3	Magnolia grandiflora	12"	30'	G	F	F	To be removed for construction
4	Magnolia grandiflora	10"	30'	G	F	F	To be removed for construction
5	Washingtonia sp.	18"	60'	F	G	P	To be removed for construction
6	Washingtonia sp.	18"	60'	F	G	P	To be removed for construction
7	Yucca sp.	12"	15'	G	P	P	To be removed for construction
8	Yucca sp.	18"	20'	G	P	P	To be removed for construction
9	Yucca sp.	18"	15'	G	P	P	To be removed for construction
10	Magnolia grandiflora	10"	35'	G	F	F	To be removed for construction
11	Magnolia grandiflora	14"	30'	G	G	G	To be removed for construction
12	Washington sp.	14"	40'	G	G	F	Protect-in-place
13	Washington sp.	14"	40'	G	G	F	Protect-in-place
14	Olea europa[1]	3-6"	20'	G	G	G	Protect-in-place
15	Lagerstroemia sp.	8"	20'	G	G	G	To be removed for construction
16	Lagerstroemia sp.	6"	20'	G	G	G	To be removed for construction
17	Lagerstroemia sp.	7"	20'	G	G	G	To be removed for construction
18	Lagerstroemia sp.	9"	12'	F	P	P	To be removed for construction
19	Lagerstroemia sp.	6"	15'	F	P	F	To be removed for construction
20	Lagerstroemia sp.	8"	20'	G	F	F	To be removed for construction
21	Olea europa[1]	6"	25'	G	G	G	To be removed for construction
22	Olea europa[1]	6"	25'	G	G	G	To be removed for construction
23	Olea europa[1]	6"	25'	F	F	F	To be removed for construction
24	Olea europa[1]	6"	25'	F	F	F	To be removed for construction
25	Olea europa[1]	6"	25'	P	F	P	To be removed for construction
26	Washingtonia sp.	14"	35'	G	P	P	To be removed for construction
27	Washingtonia sp.	12"	20'	G	G	P	To be removed for construction

dbh = diameter at breast height; G = Good, F = Fair, P = Poor, D = Dead or Dying
[1] Olea europa has multi trunks

Source: Tree Report, prepared by Land Images Landscape Architects, October 27, 2011 (Appendix I of this IS/MND)

Table by CAJA Environmental Services, November 2011.

Although impacts to local policies or ordinances protecting or preserving biological resources are less than significant, **Mitigation Measures 4-1, 4-2,** and **4-3,** which require a tree report and guidelines on tree removal of non-protected trees, and tree removal in the public right-of-way are being proposed to further reduce impacts

Mitigation Measures

4-1 Tree Report

Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

4-2 Tree Removal (Non-Protected Trees)

- 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 and within the adjacent public right(s)-of-way.

- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 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.

- 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 trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

4-3 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Pubic Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project is inconsistent with mapping or policies in any conservation plans of the types cited.

No locally designated natural communities are known to occur on or adjacent to the Project Site. There are no known locally designated natural communities on the Project Site or in the vicinity. Therefore, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. No impact with respect to Habitat or Natural Community Conservation Plans will occur.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?

This section is based on the following report: The Highland Selma Venture, Los Angeles, California, Historic Resource Report, prepared by Galvin Preservation Associates, August 2012 (included as Appendix B to this IS/MND).

Less Than Significant Impact. *State CEQA Guidelines* Section 15064.5 defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

Regulatory Setting

National Register of Historic Places

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture,

architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

California Register

California Register criteria are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory;

2. The survey and the survey documentation were prepared in accordance with office [California Office of Historic Preservation (OHP)] procedures and requirements;

3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and

4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

State Office of Historic Preservation Survey Methodology

The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.

2. Determined eligible for listing in the National Register or the California Register.

3. Appears eligible for listing in the National Register or the California Register through survey evaluation.

4. Appears eligible for listing in the National Register or the California Register through other evaluation.

5. Recognized as historically significant by local government.

6. Not eligible for listing or designation as specified.

7. Not evaluated or needs re-evaluation.

City of Los Angeles Cultural Heritage Ordinance

The Ordinance states that: "For purposes of this article, a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age."

Historic Resources in the Vicinity

The Project Site is located just south of the Hollywood Boulevard Commercial and Entertainment District, and is adjacent to or across the street from a number of historic resources. There are multiple historic resources in the immediate vicinity of the Project Sites. The Department of Water and Power Station #10 is located adjacent to, and north of, Project Site A, although it faces Hawthorne Avenue. Similarly, the Egyptian Theater is located adjacent to, and north of, Project Site B, although it faces

Hollywood Boulevard. Other historic resources are located across the street from the project sites: Hollywood High School is located across Highland Avenue, the Las Palmas Courtyard Apartment Complex is located across Selma Avenue, the Hollywood First Baptist Church is located at the corner of Selma and Las Palmas Avenues, and two buildings are located across Las Palmas Avenue.

Hollywood Boulevard Commercial and Entertainment District

The Hollywood Boulevard Commercial and Entertainment District (Historic District) is located north of the project sites. The Historic District comprises a 12-block area located in the commercial core of Hollywood. The Historic District generally extends along Hollywood Boulevard from El Cerrito to Argyle, and also includes adjacent blocks on the north-south streets of Ivar, Highland, and Vine. The Historic District, when listed in 1985, included 102 buildings. Of those, 59 were identified as contributing to the significance of the Historic District. The vast majority of the buildings were constructed between 1915 and 1939, when Hollywood Boulevard was transformed from a residential street of stately homes to a bustling commercial center of the film industry.

Department of Water and Power Station #10

Department of Water and Power (DWP) Station #10 is located on the south side of Hawthorn Avenue at 6766 Hawthorn Avenue. DWP Station #10 is northeast of Project Site A. It was constructed in 1932 and is an outstanding example of the Art Deco style. DWP Station #10 is a historic resource subject to CEQA. It has an evaluation code of 3S in CHRIS, indicating that it is eligible for the listing in the National Register as an individual property through a survey evaluation.

Egyptian Theater

The Egyptian Theater is located at 6706-12 Hollywood Boulevard between McCadden Place and Las Palmas Avenue. Project Site B is adjacent to the rear of the building, which is a high blank wall. The Egyptian Theater was constructed for Charles Toberman in 1922, arguably the most important real estate developer in Hollywood in the 1920s. The Egyptian Theater is a historic resource subject to CEQA. It is a contributing building in the Hollywood Boulevard Historic District and designated Los Angeles Historic-Cultural Monument #584.

Hollywood High School

Hollywood High School is located on the west side of Highland Avenue, west of Project Site A. The founding of Hollywood High School roughly corresponded with the incorporation of the City of Hollywood in 1903 (Hollywood was later consolidated into the City of Los Angeles in 1910). Hollywood High School is a historic resource subject to CEQA. It was listed in the National Register on January 4, 2012.

First Baptist Church

The First Baptist Church is located on Selma Avenue at the terminus of Las Palmas Avenue. It is southeast of Project Site B. The church illustrates the broad appeal of the Anglo-Colonial Revival style of the 1930s. Designed by Douglas McClellan and Allen McGill in 1935, the church includes several interconnected wood-framed buildings with stucco exteriors including a sanctuary, chapel, Sunday school, and gymnasium. The First Baptist Church would not automatically be considered a historic resource subject to CEQA. It has an evaluation code of 5S2 in CHRIS, indicating that while ineligible for the listing on the National Register the building may be of local interest.

Las Palmas Courtyard Apartments

A group of Colonial Revival style courtyard apartments is located across the street from Project Site B, at the southwest comer of the intersection of Selma Avenue and Las Palmas Avenue. The tax assessor records indicate that they were constructed in 1939 and have a shared address of 1535 Las Palmas Avenue. The integrity of the grouping is good as no major alterations were observed. As the grouping is not listed in CHRIS, it would not automatically be considered a historic resource subject to CEQA.

1608 Las Palmas Avenue

A two-story Craftsman-style house is located on the east side of Las Palmas Avenue, east of Project Site B. The residence has been converted to a commercial structure, but retains a high degree of integrity. The building has an evaluation code of 5S2 in CHRIS, indicating that while ineligible for the listing on the National Register the building may be of local interest. Therefore it would not automatically be considered a historic resource subject to CEQA.

1618 Las Palmas Avenue

A two-story commercial building is located on the east side of the Las Palmas Avenue, east of project site B. The building was historically known as the UMS Building, and was used as a studio and office building. The building features an Art Deco street-facing façade, and plainer secondary facades. The building is a historic resource subject to CEQA as it has an evaluation code of 3S in CHRIS, indicating that it appears eligible for separate listing in the National Register.

Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource is materially impaired.

City of Los Angeles' "L.A. CEQA Thresholds Guide"

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Secretary of the Interior Standards

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Project Impacts

Direct Impacts

The Project will have no direct impacts on historic resources. No historic resources will be demolished, altered, or relocated as a result of the project.

Indirect Impacts

The historic (or potentially historic) resources in the vicinity of Project Site include:

- The Hollywood Boulevard Commercial and Entertainment District;
- The Egyptian Theater;
- DWP Station #10;
- Hollywood High School;
- First Baptist Church;
- Las Palmas Courtyard Apartments;
- 1608 Las Palmas Avenue; and
- 1618 Las Palmas Avenue.

Of these, the only buildings adjacent to Project Site that may be impacted by related new construction are DWP Station #10 and the Egyptian Theater, based on their proximity to the Project Site (DWP Station #10 is adjacent to the Center Block/proposed Building A, and the Egyptian Theater is adjacent to the East Block/proposed Building B).

All of the other historic resources are across the street from the two proposed buildings. In the dense urban setting of Hollywood, the construction of new buildings across the street from historic resources would have no effect on their physical integrity or historic significance. As such, the Project will have no

indirect impacts on historic resources across the street (including Hollywood High School, First Baptist Church, Las Palmas Courtyard Apartments, 1608 Las Palmas Avenue, and 1618 Las Palmas Avenue). Further, the Project will not impact the Hollywood Boulevard Commercial and Entertainment District because the site is located south of the District.

Related new construction is typically only analyzed in the immediate vicinity of a historic resource. The following is an analysis of the schematic design of the Project as it relates to DWP Station #10 and the Egyptian Theater.

Compliance with Secretary of the Interior's Standard #9

DWP Station #10

The proposed six-story Building A, southwest of DWP Station #10, represents an increase in size and scale from the existing condition, because the existing condition is a surface parking lot. However, the proposed building is separated from the existing building by an alley west of the existing building and a set back south of the existing building. Furthermore, the portion of the proposed building that is directly southwest of the existing building is only one story in height. The first story is occupied by on grade parking, while the deck above is occupied by a swimming pool. The space above the swimming pool functions as the lightwell for the residential units on the upper floors.

The most important architectural features of DWP Station #10 are on the primary elevation, which faces Hawthorn Avenue. The views of the existing building east and west along Hawthorn Avenue would be unaffected by the proposed building. The rear elevation of the existing building is a blank wall. The fact that this view would be obscured by the proposed building will not affect the physical integrity or historic significance of DWP Station #10.

Egyptian Theater

The proposed six-story Building B, south of the Egyptian Theater, also represents an increase in size and scale from the existing condition, because, once again, the existing condition is a surface parking lot. However, the rear portion of the Egyptian Theater is the stage house, which is the equivalent of a four-story building. Therefore, a six-story building is not dramatically different in height and would be compatible in scale. Furthermore, the Egyptian Theater is oriented towards Hollywood Boulevard on the north. The view of the Egyptian Theater from Hollywood Boulevard will not be changed by the proposed building. The rear elevation of the Egyptian Theater will be blocked by the proposed building; however, the rear elevation is a blank wall. The fact that this view would be obscured by the proposed building will not affect the physical integrity or historic significance of the Egyptian Theater.

Conclusion

The Project complies with Standard #9 because the proposed buildings do not physically alter the two historic resources, DWP Station #10 and the Egyptian Theater. The proposed buildings are differentiated

from the old by their modern design; however, they are compatible in height and scale with the adjacent historic resources. The architectural features of the proposed buildings are not relevant, because the proposed buildings are adjacent to the rear elevations of the two historic resources, which are blank walls.

Compliance to Secretary of the Interior's Standard #10

DWP Station #10 and Egyptian Theater

The Project complies with Standard #10. The proposed buildings are sufficiently set back from the adjacent historic resources, the Egyptian Theater and DWP Station #10, pursuant to building code requirements relating to building separation. If the proposed buildings were removed in the future, the adjacent historic resources would not be materially affected. The essential form and integrity of the historic resources and their environment would be unimpaired.

Historic Resources Conclusion

The Project is not subject to the Secretary of the Interior's Standards #1-8, which govern rehabilitation of existing historic structures. The Project is not rehabilitating or affecting any of the surrounding historic structures with respect to Standards #1-8.

As the Project complies with the Secretary of the Interior's Standards #9-10 which govern related new construction, impacts on the identified historic resources will be less than significant and no mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?

Potentially Significant Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

The Project Site is located in an urbanized area of the Hollywood Community and has been previously disturbed by past development activities. While it is unlikely that archaeological resources would be discovered during construction activities, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. However, with the implementation of **Mitigation Measure 5-1**, impacts on archaeological resources would be less than significant.

Mitigation Measure

5-1 Cultural Resources (Archaeology)

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and:

  a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology

  McCarthy Hall 477 CSU Fullerton

  800 North State College Boulevard

  Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site.

The Project Site is located in an urbanized area of the Hollywood Community and has been previously disturbed by past development activities. Any paleontological resources that may have existed on the Project Site have likely been previously unearthed or disturbed. Development of the Project includes excavation for the subterranean parking levels, building foundations, and utilities. While it is possible that paleontological resources could be discovered during construction activities, it is unlikely due to the previous disturbance and development that has occurred on the Project Site. However, with the implementation of **Mitigation Measure 5-2**, impacts on paleontological resources will be less than significant.

Mitigation Measure

5-2 Cultural Resources (Paleontology)

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the areas of paleontological sensitivity (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and:

  a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

  d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains.

The Project Site is located in an urbanized area of the Hollywood community and has been previously disturbed by past development activities. Any surficial human remains that may have existed at one time have likely been previously unearthed or disturbed. No known human burials have been identified on the Project Site. Development of the Project includes excavation for the subterranean parking levels, building foundations, and utilities. While it is possible, although unlikely, that human remains could be discovered during construction activities, with the implementation of **Mitigation Measure 5-3**, impacts on human remains will be less than significant.

Mitigation Measure

5-3 Cultural Resources (Human Remains)

- In the event that human remains are discovered during excavation activities (Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains), the following procedure shall be observed:

  a. Stop immediately and contact the County Coroner:

  1104 N. Mission Road

  Los Angeles, CA 90033

  323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or

  323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.

  c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

  d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;

f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. .

6. GEOLOGY AND SOILS

The section is based on the following reports, both prepared by Geotechnologies, Inc., (included as Appendix C-1 and C-2 to this IS/MND):

- Geotechnical Engineering Investigation, Proposed Mixed Use Development, 1600 North Highland Avenue, Hollywood, California, dated December 21, 2010, revised September 12, 2011; and

- Geotechnical Engineering Investigation, Proposed Mixed Use Development, 1600 North McCadden Place, Hollywood, California, dated December 22, 2010, revised September 13, 2011.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. The criteria for these major groups are based on criteria developed by the California Geologic Survey (CGS) (formerly California Division of Mines and Geology) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that shows evidence of surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is one that has demonstrated surface displacement within the

Quaternary age deposits (about the last 1.6 million years). Inactive faults show no signs of surface displacement within the last 1.6 million years.

CGS has a policy to delineate a 200 to 500 foot wide boundary on each side of a known fault. Based on the literature and results of site reconnaissance, no known active or potentially active faults underlie the Project Site. The Project Site is also not located within an Alquist-Priolo Earthquake Fault Zone and is approximately 0.4 miles from the nearest fault.[10]

The City of Los Angeles Building Code, updated since the 1994 Northridge Earthquake and with which the Project will be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. Therefore, impacts related to ground rupture from known earthquake faults will be less than significant.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located within a seismically active region. As such, development of the Project would expose future residents, employees, and visitors at the Project Site to seismic ground shaking. However, the design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the Los Angeles Municipal Code (LAMC), which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk or loss or injury. This compliance is conveyed in **Mitigation Measure 6-1.** Therefore, impacts related to seismic ground shaking will be less than significant.

Mitigation Measure

6-1 Seismic

The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. The Seismic Hazards Map of the State of California (1999) does not classify the Project Site as part of the potentially

[10] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 1600 McCadden and 1600 Highland, website: http://zimas.lacity.org/, October 3, 2011.*

liquefiable area. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake.

Groundwater was encountered during exploration at a depth of 69 feet below ground surface (bgs). The historically highest groundwater level is around 80 feet bgs and was provided in the Seismic Hazard Zone Report 026, by CGS. Based on the dense nature of the underlying soils, the depth of measured groundwater, and the depth of historic highest groundwater, the potential for liquefaction is remote. Therefore, impacts related to liquefaction will be less than significant.

(iv) Landslides?

No Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is relatively flat and free from the potential of landslide as it is not located adjacent to any mountains or steep slopes. Additionally, the Project Site is not located within an area designated by the City as having potential for landslides.[11] Further, according to the State of California Seismic Hazards Map, the Project Site is not at risk for earthquake-induced landslides.[12] Finally, there is a general lack of elevation difference slope geometry across or adjacent to the Project Site. Therefore, no impacts with respect to landslides will occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading and excavation would expose minimal amounts of soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, substantial erosion will not occur.

Excavation will be limited to that necessary for the installation of building foundations, utilities, and the subterranean parking levels. All grading activities require grading permits from the City of Los Angeles Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Division 70, which addresses grading, excavation, and fills.

The area surrounding the Project Site is completely developed and will not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. During construction, the Project

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[11] *Los Angeles Safety Element, Exhibit C Landslide Inventory and Hillside Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 7, 2011.*

[12] *California, Seismic Hazard Zone Maps, Southern California, Hollywood Quadrangle, March 25, 1999, website: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf, accessed October 7, 2011.*

will be required to prevent the transport of sediments from the site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs will be detailed in a Stormwater Pollution Prevention Plan (SWPPP), which is required to be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations. With the implementation of the required construction BMPs, (as described in **Mitigation Measures 6-2** to **6-3)** soil erosion during construction impacts will be less than significant.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The majority of the Project Site would be covered by the proposed structures; thus, no exposed areas subject to erosion would be created or affected by the Project. Therefore, operation impacts related to erosion or the loss of topsoil will be less than significant.

Mitigation Measures

6-2 Erosion/Grading/Short-Term Construction Impacts

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

  a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

  b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

6-3 The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include 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.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. Additionally, as discussed in the response the Question 6(a)(iii) and 6(a)(iv), the Project Site is not at risk for liquefaction or landslides.

Mitigation Measure 6-4 requires submittal of the Geotechnical Report to the Department of Building and Safety, for review and approval, prior to grading or building permits being issued. The Project's geotechnical reports are included as Appendices C-1 and C-2 to this IS/MND.

Based on the exploration, laboratory testing, and research, which includes field explorations and boring samples, construction of the Project is considered safe and unlikely to result in lateral spreading, subsidence or collapse from a geotechnical engineering standpoint provided implementation of the recommendations contained within the Geotechnical Engineering Investigation[13], and formally described as **Mitigation Measures 6-5** to **6-10**. Therefore, impacts will be less than significant.

The investigation also includes recommendations related to building construction, including foundation and retaining wall design. These are not included as mitigation measures below because they are not related to CEQA Checklist thresholds. The full list of recommendations is included as Appendix B-1 and B-2.

Mitigation Measures

6-4 Geotechnical Report

- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and

[13] *Geotechnical Engineering Investigation, 1600 North Highland Avenue, Conclusions and Recommendations. Geotechnical Engineering Investigation, 1600 North McCadden Place, Conclusions and Recommendations.*

depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

6-5 The existing fill materials that are not suitable for support of the proposed foundations, floor slabs, or additional fill shall be removed during excavation of the proposed subterranean levels. All foundations may bear in native earth materials found at the level of the proposed excavation.

6-6 Excavation of the proposed subterranean levels shall require shoring measures to provide a stable working area due to the proposed depth, nature of onsite soils, and the presence of and proximity of adjacent structures.

6-7 Any fill material and any fill generated during demolition shall be removed during excavation for the proposed subterranean parking levels.

6-8 All vegetation, existing fill, and soft or disturbed earth materials shall be removed to receive controlled fill. The excavations areas shall be observed by a geotechnical engineer prior to placing compacted fill.

6-9 Any vegetation or associated root system located within the footprint of the proposed structures shall be removed during grading. Any existing or abandoned utilities shall be removed or relocated as appropriate.

6-10 All fill shall be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 or 95 percent of the maximum laboratory density (according to test method ASTM D 1557-07 or equivalent) or the materials used.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (decrease in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area.

The on-site soils are in the very low to moderate expansion range. The Expansion Index was found to be between 7 and 72 for bulk samples remolded to 90 percent of the laboratory maximum density.

Reinforcing beyond the minimum required by the City of Los Angele department of Building and Safety is not required.[14] Therefore, impacts associated with expansive soils will be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urbanized area within the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems will occur.

7. GREENHOUSE GAS EMISSIONS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature.

What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect greenhouses have in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

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[14] *Geotechnical Engineering Investigation, proposed mixed use development, 1600 North Highland Avenue, Hollywood, California, September 12, 2011 and Geotechnical Engineering Investigation, proposed mixed use development, 1600 North McCadden place, Hollywood, California, September 13, 2011.*

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2E). Large emission sources are reported in million metric tons of CO_2E ($MMTCO_2E$).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

In response to Executive Order S-3-05, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other feasible and cost-effective statewide measures, such that greenhouse gas emissions are reduced as follows:

- 2000 GHG emission levels by 2010 (which represents an approximately 11 percent reduction from "business-as-usual" [BAU] conditions); and
- 1990 levels by 2020 (approximately 30 percent below BAU conditions).

As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health.

An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and

expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The proposed Scoping Plan was approved by the ARB on December 11, 2008. The measures in the Scoping Plan would be developed over the next two years and be in place by 2012.

There are currently no adopted thresholds or guidance adopted by the SCAQMD or City of Los Angeles to assess the significance of potential impacts associated with greenhouse gases. In the absence of established GHG thresholds, however, the Governor's Office of Planning and Research (OPR) nonetheless recommends, in its 2008 technical advisory, that lead agencies should make a good-faith effort to calculate, model, or estimate the amount of CO_2 and other GHG emissions from a project. In the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a "significant impact," the OPR recommends that individual lead agencies may undertake a project-by-project analysis that is consistent with available guidance and current CEQA practice.

This subsection includes:

1) a calculation of the project's BAU GHG emissions compared against the project's generation of GHG emissions assuming implementation of various water and energy conservation measures and green principles that would be included as part of the project (refer to Section II, Project Description) to comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED-Homes Mid-Rise) program and to reduce GHG emissions by 28 percent by the project's buildout year, and

2) a qualitative analysis involving a project's compliance with adopted programs and policies to reduce GHG emissions, which is a method suggested by the Association of Environmental Professionals (AEP), have been conducted to evaluate a project's potential effect on climate change.[15]

In terms of generating an inventory of the project's GHG emissions, the California Climate Action Registry (CCAR) has prepared a protocol (CCAR Protocol) for calculating and reporting GHG emissions from a number of general and industry-specific activities. It is reasonable to consider only the GHG emissions resulting from the incremental increase in usage of on-road mobile vehicles, electricity, natural gas, and water upon implementation of the project as project-related. This approach is the same as that used in this Initial Study for criteria pollutants.

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[15] *Association of Environmental Professionals (AEP), Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.*

For the qualitative GHG emissions analysis for the project, the 2006 Climate Action Team (CAT) Report and the ARB's Proposed Scoping Plan have recommended a list of strategies and measures that the State could pursue to reduce climate change greenhouse gas emissions. This analysis also addressed the potential impacts associated with GHG emissions resulting from implementation of the project by evaluating qualitatively whether the Project would be consistent with any of the emission reduction strategies identified by the CAT Report and the ARB Scoping Plan.

The operational GHG emissions for the project have been calculated in metric tons per year and are shown on Table IV-7. Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions.

As shown in Table IV-7, with implementation of the green building principles outlined in Section II, Project Description, the project would result in a reduction in GHG emissions of approximately 28.3 percent over the estimated GHG emissions that could be generated by the project assuming no green building principles were utilized (or the project BAU condition). With removal of the existing land uses, the project would result in a reduction in GHG emissions of approximately 36.9 percent over net project GHG emissions. For these reasons, the project will be consistent with AB 32.

Table IV-7
Predicted Project Greenhouse Gas Emissions

Emissions Source	Project BAU CO_2e Emissions (mT/year)	Project w/Green Building Principles CO_2e Emissions (mT/year)	Percent Reduction
Project Operation			
Area	6.31	6.31	0%
Energy	483.68	457.55	5.4%
Mobile	3,384.70	2,316.93	31.5%
Waste	57.96	28.98	50.0%
Water	115.33	88.88	23.0%
Subtotal Emissions	*4,047.98*	*2,898.54*	*28.3%*
Less Existing Emissions		*346.48*	
Net Total Emissions		*2,552.06*	*36.9%*

mT/year = metric tons per year
BAU = Business As Usual
Note: Total greenhouse gas emissions (CO_2e) associated with Project construction are approximately 1,103.25 metric tons per year. These emissions are episodic and are not part of the Project's yearly operational emissions.
Source: CAJA Environmental Services, 2011. Calculation data and results are provided in Appendix A.

Compliance with 2006 CAT Report Strategies and ARB's Scoping Plan Recommended Measures

The consistency of the Project with the strategies from the 2006 CAT Report and the ARB's Scoping Plan measures is evaluated on Table IV-8 and Table IV-9, respectively. As shown, the Project will be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of the ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the impact of the Project will be less than significant.

***2006 CAT Report* and *Scoping Plan* Consistency:** The following aspects of the Project will help to reduce criteria air pollutant and GHG emissions:

- As a mixed-use development, retail, and commercial uses will be provided to support the residents of the Project.
- The Project Site is located within walking distance of surrounding shopping sites for residents of the project, and the proposed retail uses will serve residents of the project as well as being within walking distance of existing residents in the local vicinity.
- The Project would be compliant with the City's Green Building Ordinance and will be designed with water saving and energy efficient features described in Section II Project Description.
- The Project will develop a mixed-use development that offers housing and employment opportunities within close proximity of public transit.

Table IV-8
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent.** The vehicles that travel to and from the Project Site on public roadways would be required to comply with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	**Consistent.** The diesel-fueled commercial trucks making deliveries to the retail uses at the Project Site will be required by law to comply with all applicable adopted ARB vehicle standards. During construction at the Project Site, all diesel-fueled motor vehicles will be required by law to

Table IV-8
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
	comply with the anti-idling regulations of the ARB, which currently limits idling to five minutes at any location. Additionally, the City requires signs posted at the Project Site during construction stating that after five minutes of idling, vehicle engines must be turned off.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	**Consistent.** This strategy applies to consumer products that may be used by the residential and commercial uses associated with the Project. All applicable products sold within the State of California are required to comply with the regulations that are in effect at the time of manufacture.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent.** The heavy-duty vehicles (e.g., refuse and delivery trucks) that travel to and from the Project Site on public roadways will be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	**Not applicable.** The Project does not involve any production, processing, transport, or distribution of oil and natural gas.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	**Not applicable.** The Project would not be responsible for promoting the use of hydrogen for transportation energy. However, residents and other occupants of the project could use this fuel once it becomes commercially available.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills.	**Consistent.** The Project is subject to the requirements set forth in AB 939, which requires each city or county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

Table IV-8
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	**Consistent.** The Project is subject to the requirements of AB 939. In addition, the Project site is located within the City, which surpassed the State-mandated 50 percent diversion rate for the year 2000 and achieved a 58.8 percent diversion rate. Also, the City currently has a diversion rate of approximately 65 percent. Furthermore, in 1999, the Mayor directed City departments to develop strategies to achieve the citywide recycling goal of 70 percent by 2015. The project is subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent.** The Project is compliant with the City's Green Building Ordinance, and will be designed with water saving and energy efficient features Indoor water use shall be reduced by a minimum of 20% within the building through the installation of high-efficiency and very high-efficiency fixtures and fittings. Overall irrigation demand shall be reduced by a minimum of 30% through the installation of a high-efficiency irrigation system. Also, a weather- or soil moisture-based controller will be installed.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	**Consistent.** The Project will be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. Because the Project would be compliant with the City's Green Building Ordinance, the Project would exceed Title 24 standards by a minimum of 14 percent (by pursuing LEED-Homes Mid-Rise).
Business, Transportation and Housing	

Table IV-8
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	**Consistent.** The Project will provide a new mixed-use residential and commercial development in proximity to existing retail and restaurant establishments and employment locations along Highland Avenue, Hollywood Boulevard, and Sunset Boulevard. The proximity of the Project to existing commercial uses and employment in the surrounding area would encourage the new residents at the Project Site to walk to neighborhood-serving retail uses (e.g., retail and restaurant facilities) and to places of employment. In addition, public bus service in the Project area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation's (LADOT), which has several bus lines that serve the project site directly or provide a stop within convenient walking distance (less than one-quarter mile) of the Project Site. Metro's Red Line subway at the Hollywood/Highland Station is located approximately 650 feet northwest of the Project Site and the Hollywood/Vine Station is located approximately 3,500 feet east of the Project Site.
State and Consumer Services Agency	
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	**Consistent.** The Project will be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. Because the project will also be compliant with the City's Green Building Ordinance, the Project would exceed Title 24 standards.

Table IV-8
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Public Utilities Commission (PUC)	
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	**Consistent** In support of this strategy, the Los Angeles Department of Water and Power (LADWP) implemented the Solar Power Incentive Program to provide an incentive payment to LADWP customers that purchase and install their own solar power photovoltaic systems. During the Project's permitting process, the project applicant will be required to coordinate with LADWP to determine energy needs of the project and ways to incorporate energy efficiency features into the design and operation of the Project, including participation in the Solar Power Incentive Program (if the project meets the requirements outlined in LADWP's Solar Guidelines). Although solar roofs are not proposed as part of the Project, the design of the new building structures would not preclude the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.

Sources: Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006 and CAJA Environmental Services, 2011.

Table IV-9
Project Consistency with ARB Scoping Plan
Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
California Air Resources Board	
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	**Consistent.** The Project will be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. In addition, with compliance with the City's Green Building Ordinance, the Project will exceed Title 24 standards.

Table IV-9
Project Consistency with ARB Scoping Plan
Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
Million Solar Roofs Program Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Consistent** In support of this strategy, LADWP implemented the Solar Power Incentive Program to provide an incentive payment to LADWP customers that purchase and install their own solar power photovoltaic systems. During the Project's permitting process, the project applicant will be required to coordinate with LADWP to determine energy needs of the project and ways to incorporate energy efficiency features into the design and operation of the Project, including participation in the Solar Power Incentive Program (if the project meets the requirements outlined in LADWP's Solar Guidelines). Although solar roofs are not proposed as part of the Project, the design of the new building structures would not preclude the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.
Green Building Strategy Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project will be compliant with the City's Green Building Ordinance, and would incorporate water saving features and energy efficient features into its design. Additionally, the project applicant is pursuing a Leadership in Energy and Environmental Design (LEED) Silver certification for New Construction through the U.S. Green Building Council. The Project will incorporate energy conservation measures that go beyond those required by the City to exceed the minimum State energy conservation requirements by a minimum of 14 percent.
High Global Warming Potential Gases Adopt measures to reduce high global warming potential gases.	**Consistent.** The Project will be compliant with the City's Green Building Ordinance, would incorporate water saving features and energy efficient features into its design, and would incorporate energy conservation measures

Table IV-9
Project Consistency with ARB Scoping Plan
Recommended Greenhouse Gas Emission Reduction Measures

Measure	Project Consistency
	that go beyond those required by the City to exceed the minimum State energy conservation requirements by a minimum of 14 percent. The Project will also not preclude the implementation of this measure by the ARB.
Recycling and Waste Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent.** The Project is subject to the requirements of AB 939. In addition, the Project Site is located within the City, which surpassed the State-mandated 50 percent diversion rate for the year 2000 and achieved a 58.8 percent diversion rate. Also, the City currently has a diversion rate of approximately 65 percent. Furthermore, in 1999, the Mayor directed City departments to develop strategies to achieve the citywide recycling goal of 70 percent by 2015. The Project is subject to all applicable State and City requirements for solid waste reduction as they change in the future.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project will be compliant with the City's Green Building Ordinance, would incorporate water saving features and energy efficient features into its design, and would incorporate energy conservation measures that go beyond those required by the City to exceed the minimum State energy conservation requirements by a minimum of 14 percent.

Sources: Air Resources Board, Climate Change Proposed Scoping Plan, October 2008 and CAJA Environmental Services, 2011.

b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As shown in Tables IV-8 and IV-9, the Project will be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of the ARB Scoping Plan to reduce greenhouse gas emissions in California. The Project will help to reduce criteria air pollutant and GHG emissions:

- As a mixed-use development, retail, and commercial uses will be provided to support the residents of the Project.
- The Project Site is located within walking distance of surrounding shopping sites for residents of the project, and the proposed retail uses will serve residents of the project as well as being within walking distance of existing residents in the local vicinity.
- The Project will be compliant with the City's Green Building Ordinance and will be designed with water saving and energy efficient features described in Section II Project Description.
- The Project will develop a mixed-use development that offers housing and employment opportunities within close proximity of public transit.

Therefore, the impact of the Project will be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based on the Phase I Environmental Site Assessment and Limited Phase II Site Assessment of Selma and Highland, prepared by ATC Associates, Inc., dated March 23, 2011 (included as Appendix D to this IS/MND).

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Development of the Project will involve the construction of two mixed-use buildings containing 248 dwelling units and 12,785 square feet of commercial space.

As part of the Phase I Environmental Site Assessment (Phase I ESA), ATC did not observe the use, storage or disposal of hazardous substances, including hazardous wastes, on the property, with the exception of general cleaning supplies at 1622 North Highland Avenue, 1606 North Highland Avenue and 6735 Selma Avenue. Additionally, ATC observed a fire cabinet at 1622 North Highland Avenue that contained a small amount of spray-paint canisters and other flammable materials. Two fire cabinets containing acetone, spray-paint and several one- and five-gallon containers of paint were observed in the warehouse space at 6735 Selma Avenue. ATC did not observe evidence of staining or release in the areas of the hazardous substance use or storage. Based on the observed conditions, the observed hazardous substances use, storage and disposal on the property is not considered to represent a recognized environmental condition.

Other than the typical cleaning solvents used for janitorial purposes, no hazardous materials would be used, transported, or disposed of in conjunction with the routine day-to-day operations of the Project.

Therefore, the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

The following is from the Phase I ESA.[16]

Records Search

The property address did not appear on any of the federal databases searched. The property was identified on one proprietary state database, summarized as follows:

Swan PW: 1622 North McCadden Place, Los Angeles, California

> **Databases**: Historical Auto Stations
>
> **Regulatory Data Summary**: According to this listing, the property (1622 North McCadden Place) was a gasoline service station from at least 1933 to 1942. Please note that per a review of Sanborn fire insurance maps, this gas station was present until 1960.
>
> **Discussion**: Given the results of ATC's Limited Phase II Site Assessment (see Section 5.3.10), the former gasoline service station is **not considered** to represent a recognized environmental condition, provided the UST is subsequently removed in accordance with the LAFD requirements.

Underground Storage Tanks (USTs)

ATC did not observe evidence of USTs on the property. However, based on the results of ATC's Limited Phase II Site Assessment, a potential UST is located on the western side of the 1622 North McCadden Place parcel (site of the former service station). Given the results of ATC's Limited Phase II Site Assessment, the former gasoline service station including the UST located at 1622 North McCadden Place, are not considered to represent a recognized environmental condition, provided the UST is subsequently removed in accordance with the LAFD requirements (as described in **Mitigation Measure 8-1**).

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[16] *Phase I Environmental Site Assessment, beginning on pg. 18. This is found in Appendix D to this IS/MND.*

Mitigation Measure

Underground Storage Tanks

8-1 Removal of the underground storage tank (in accordance with LAFD requirements) and suspected septic tank; and over-excavation of impacted soil (if encountered) shall occur before construction begins.

Polychlorinated Biphenyls (PCBs)

Hydraulic oils used prior to 1979 may contain small quantities of PCBs. Potential hydraulic oil sources include, but are not limited to, hydraulic elevators, lifts, trash compactors, and air compressors. ATC observed evidence of the use, storage or disposal of suspect PCB-containing equipment on the exterior of the property as described below.

ATC observed two pad-mounted transformers and two pole-mounted transformers located as follows:

- Sidewalk adjacent to Panavision Building, west side of McCadden Pl., just south of Hawthorne Ave.
- Sidewalk at southern entrance to alley, north side of Selma Avenue, between West and Center Blocks

The transformers are reportedly owned and operated by the City of Los Angeles Department of Water and Power (LADWP), and as such, they accept responsibility for any cleanup from leakage or repair or replacement activities, provided the cause is not customer misuse. Transformers are a concern because of the potential presence of polychlorinated biphenyls (PCBs) in the coolant of certain older units. The federal government banned the manufacture of transformers containing PCBs in 1979. Based on the age of the older property improvements, it is possible that the property transformers contain PCBs. In the past, LADWP has consistently maintained that they have never specified the purchase of transformers containing PCBs and that past random testing suggests that there is a low probability of a given transformer containing them. No indications of leaks or damage were observed in association with the property transformer. LADWP would be responsible for the clean-up of any PCB-impacted soils resulting from a leak of one of their transformers.

Fluorescent lighting was present at 1622 North Highland Avenue and 6735 Selma Avenue. PCBs may be present in older fluorescent light ballasts. During the course of normal maintenance, ballasts should be inspected for labeling indicating their PCB content. With the exception of newer electronic ballasts, any ballast not specifically labeled as not containing PCBs is presumed to contain them and will require special disposal practices when eventually discarded (as described in **Mitigation Measure 8-2**).

There is one hydraulic elevator located at 6735 Selma Avenue. ATC observed the elevator equipment area. The surrounding flooring appeared to be in good condition with no cracks or faults. There were no leaks or spills observed in the vicinity. Based on the construction date of the building (circa 1996), it is not likely that the hydraulic oil used in the elevator operation contains PCBs.

Mitigation Measure

8-2 Polychlorinated Biphenyls

- Any lighting ballast not specifically labeled as not containing polychlorinated biphenyls (PCB) is presumed to contain them and shall require special disposal practices when eventually discarded.

- Prior to issuance of a demolition permit, a PCB abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

Wastewater

ATC observed evidence of wastewater generated, treated or discharged (including sanitary sewer and storm water) on the site or adjacent sites. ATC observed a below-grade, two-stage used cooking grease trap located on the southern side of the 1618 North Highland Avenue parcel (the site of a former restaurant). Given the non-hazardous nature of cooking grease waste, the grease trap is not considered to represent an environmental concern. However, ATC recommends the removal of this feature during redevelopment (as described in **Mitigation Measure 8-3**).

ATC did not observe petroleum staining or odors in the vicinity of the stormwater drains and sanitary sewer access manholes on the property. Based on ATC's observations, wastewater generation and discharge at the property does not represent an environmental concern to the property.

Mitigation Measure

Wastewater

8-3 The below-grade, two-stage used cooking grease trap located on the southern side of the 1618 North Highland Avenue parcel (site of the former restaurant) shall be removed during development.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The nearest school is Hollywood High School, located directly across Highland Avenue, west of the Project Site. However, as discussed above, the Project will not emit any hazardous substances during construction or operation. Therefore, impacts of hazardous materials within one-quarter mile of a school will be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site is included on any of the above referred to lists and therefore would pose an environmental hazard to surrounding sensitive uses.

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, no record of known hazardous cleanup or hazardous waste facilities exists on the Project Site.[17]

According to GeoTracker, no record of known contamination exists on the Project Site; nor have these parcels been identified as cleanup sites or as permitting hazardous waste by the State Department of Toxic Substance Control.[18]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[19]

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[20]

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[17] *State of California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed October 5, 2011.*

[18] *State of California Environmental Protection Agency, State Water Resources Control Board, Geotracker, website: http://geotracker.swrcb.ca.gov/, accessed October 5, 2011.*

[19] *State of California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf, accessed October 5, 2011.*

[20] *State of California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls, accessed October 5, 2011.*

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[21]

Therefore, as the Project Site is not located on a list of hazardous material sites and will not result in a significant hazard to the public or environment, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant project-related impact may occur if a project were placed within a public airport land use plan area or within two miles of a public airport, and subject to a safety hazard. The nearest airport to the Project Site is the Bob Hope Airport located in the City of Burbank, approximately 6.5 miles to the north. Therefore, no impact will occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The nearest private airstrip to the Project Site is the Los Alamitos Army Airfield (military) located in the City of Los Alamitos, approximately 26 miles to the southeast. Therefore, no impacts will occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. Construction of the Project will not substantially impede public access or travel on public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan.

As discussed below under Transportation/Traffic, the Project (under both "Existing Plus Project" and "Future With Project" scenarios) will not result in significant impacts at any of the 10 study intersections during the morning and afternoon peak hours. Therefore, the Project's impacts to area traffic will have no significant impacts on nearby roadways or intersections, and would therefore not have the potential to

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[21] *State of California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, accessed October 5, 2011.*

interfere with an emergency response or evacuation plan. However, **Mitigation Measure 8-4**, is proposed to further reduce impacts..

Mitigation Measure

8-4 Emergency Evacuation Plan (Building over 75 feet in height)

Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located in a highly urbanized area in the Hollywood community of the City of Los Angeles, which does not include wildlands or high fire hazard terrain or vegetation. Therefore, no impacts will occur.

9. HYDROLOGY AND WATER QUALITY

The following analysis is based on the Hydrology Study, Highland Ave & Selma Ave, Los Angeles, CA 90028, prepared by PSOMAS, dated October 3, 2011. The hydrology report is included as Appendix E to this IS/MND.

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the NPDES, the Project is subject to the requirements set forth in the City's Low Impact Development (LID) measure (see Mitigation Measure 9-2), which is achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality.

The City of Los Angeles has adopted the regulatory requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City of Los Angeles Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators

at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs.

The Project Applicant shall implement stormwater BMPs to capture and manage 100% from a storm event producing ¾ inch of rainfall in a 24-hour period in the following order of priority: infiltration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities.

If the Bureau of Sanitation Stormwater Protection Division determines that the above 100% capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

Additionally, the Project is considered a redevelopment, defined as a project that would result in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site.[22] As such, the Project will be required to obtain an NPDES water quality permit from the LARWQCB. Implementation of appropriate project design features and compliance with the local, State, and federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water.

Construction activities associated with the Project is subject to City inspection and implementation of storm water BMPs. Further, as construction of the Project will disturb more than one acre of land (the total site area is 2.71 acres), the project applicant will be required to obtain coverage under the General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).[23]

In addition, construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements, or otherwise

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[22] *City of Los Angeles Stormwater Program, website: http://www.lacitysan.org/wpd/Siteorg/businesses/susmp/susmpintro.htm, October 6, 2011.*

[23] *California Environmental Protection Agency, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml, October 6, 2011.*

substantially degrade water quality. Therefore, impacts related to water quality will be less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge.

Groundwater was encountered at approximately 69 feet below the ground surface during investigation of the Project Site.[24] Grading would consist of excavations up to 27 feet to the lowest finish floor elevation. Considering perimeter foundations and the slab-on-grade, excavations may be up to 34 feet. As excavation activities will not extend close to the groundwater level, it is not possible that development of the Project could interfere with the current groundwater flows, the existing groundwater level, or groundwater recharge.

The Project Site is covered with existing buildings and surface parking lots and is approximately 95 percent impervious. The Project Site drains via surface flow and roof drains to two separate existing Los Angeles County Flood Control District (LACFCD) storm drain systems and does not enter the groundwater supply.

Development of the Project will not increase the amount of impermeable surfaces on the Project Site. There are no groundwater wells located on-site and the Project does not involve the withdrawal of groundwater. Therefore, the Project will neither increase the amount of stormwater entering the groundwater table, nor deplete the groundwater through wells. As such, impacts related to groundwater depletion will be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

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[24] *Geotechnical Engineering Investigation, Proposed Mixed Use Development, 1600 North Highland Avenue, Hollywood, California, December 21, 2010, rev. September 12, 2011; and Geotechnical Engineering Investigation, Proposed Mixed Use Development, 1600 North McCadden Place, Hollywood, California, December 22, 2010, rev. September 13, 2011.*

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. The Project Site is located in a highly urbanized area in the Hollywood area of the City of Los Angeles. No natural watercourses, including streams and rivers, exist on the Project Site or in the Project vicinity.

Existing Drainage

The site is covered with existing buildings and surface parking lots and is approximately 95 percent impervious. The site drains via surface flow and roof drains to two separate existing Los Angeles County Flood Control District (LACFCD) storm drain systems. The existing site can be divided into 5 subareas:

- Subarea 1A includes roof and paved areas along the eastern side of Highland Avenue. It drains via roof drains and surface flow onto the eastern street gutter of Highland Avenue, which drains south toward Selma Avenue. This drainage flows into the existing catch basin at the intersection of Highland and Selma and into the existing LACFCD 57-inch storm drain.

- Subarea 2B includes the paved parking lot and minimal landscaping areas. It drains via surface runoff into existing catch basins in McCadden Place and Selma Avenue. From there, it is discharged into an existing City of Los Angeles 66-inch storm drain.

- Subarea 3B includes all paved areas west of the alley. It drains south on Selma Avenue via surface flow. From there, it is collected in a catch basin along Selma Avenue and discharged into an existing City of Los Angeles 72-inch connector storm drain.

- Subarea 4B includes the public alley. It drains south onto Selma Avenue via surface runoff and is collected in the same catch basin as subarea 3B.

- Subarea 5B includes roof and paved areas between the public alley and McCadden Place. It drains via surface runoff into the same catch basin as subareas 3B and 4B.

Proposed Drainage

The Project will continue to drain into the existing LACFCD 57-inch storm drain located within Highland Avenue and the existing City of Los Angeles 72-inch storm drain located in Selma Avenue, via a combination of surface flow and roof drains. The Project drainage includes:

- Subarea 1A includes roof and paved areas at the northern side of the site. It drains via roof drains to Highland Avenue, which drains south toward Selma Avenue. This drainage flows into the existing catch basin at the intersection of Highland Avenue and Selma Avenue, and ultimately into the existing LACFCD 57-inch storm drain.

- Subarea 2B includes roof, paved areas, and a pool. It drains via roof drains and a proposed storm drain system into existing catch basin in McCadden Place and Selma Avenue. From there, it is discharged into an existing City of Los Angeles 66-inch storm drain.

- Subarea 3B includes roof, paved areas, and a pool. It drains south to Selma Avenue via roof drains and a proposed storm drain system. From there, it is collected in a catch basin along Selma Avenue and discharged into an existing 72-inch City of Los Angeles connector storm drain.

Hydrology Conclusion

The existing and proposed hydrology plans are shown in Figures IV-10 and IV-11, respectively. According to the hydrology study and as shown in Table IV-10, the Project will result in an equal amount of storm water runoff when compared to the existing condition.

Additionally, as discussed in the response the Question 9(a), the Project will comply with LAMC Chapter IX, Division 70, which addresses erosion control during grading, excavation, and fill activities, as well as the LID measure, which addresses erosion control through peak-flow reduction and infiltration features. Thus, the Project will not substantially alter the existing drainage pattern of the area surrounding the Project Site such that it would result in substantial erosion or siltation on- or off-site. Therefore, impacts related to erosion will be less than significant.

Table IV-10
Existing and Proposed Hydrology Summary

Storm Event	Existing	Proposed	Difference
25 year	5.07 Q_{Total} [cfs]	5.07 Q_{Total} [cfs]	0.0

The methodology described in the Los Angeles County Department of Public Works Hydrology Manual (2006) was used to computer stormwater runoff for the 25-year storm event.
The LACDPW TC Calculator (January 2006) was used to calculate times of concentration (TC).
Rainfall and soil characteristics are given in Isohyetal Map Figure LACDPW 1-HI.18. The 50-year (24-hour) rainfall isohyet nearest the project site is 6.0-inches. The 25-year storm event is 5.3-inches.

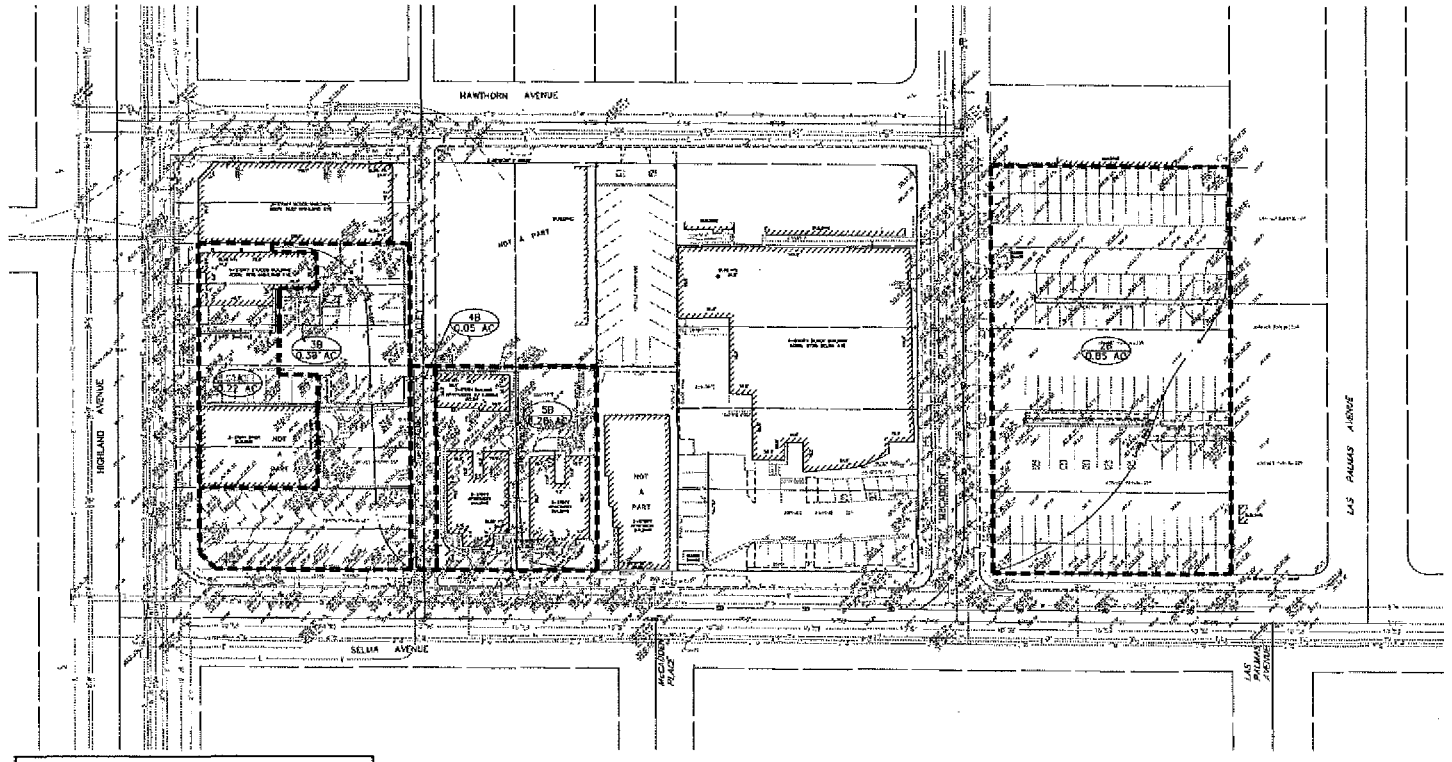
Source: Hydrology Study for Highland Egyptian, Highland Ave & Selma Ave, Los Angeles, CA 90028, prepared by PSOMAS on October 3, 2011. The study and calculations are included as Appendix E.

Table by CAJA Environmental Services, October 2011.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting

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EXHIBIT C



Legend

- DRAINAGE SUB-AREA BOUNDARY
- TC FLOW PATH
- 2A 0.65 AC — SUB-AREA DESIGNATION AND ACREAGE

HYDROLOGY INFORMATION

SOIL TYPE 18

10-YEAR ISOHYET 4.3
25-YEAR ISOHYET 5.3
50-YEAR ISOHYET 6.0

NORTH

0 60 120

Scale (Feet)

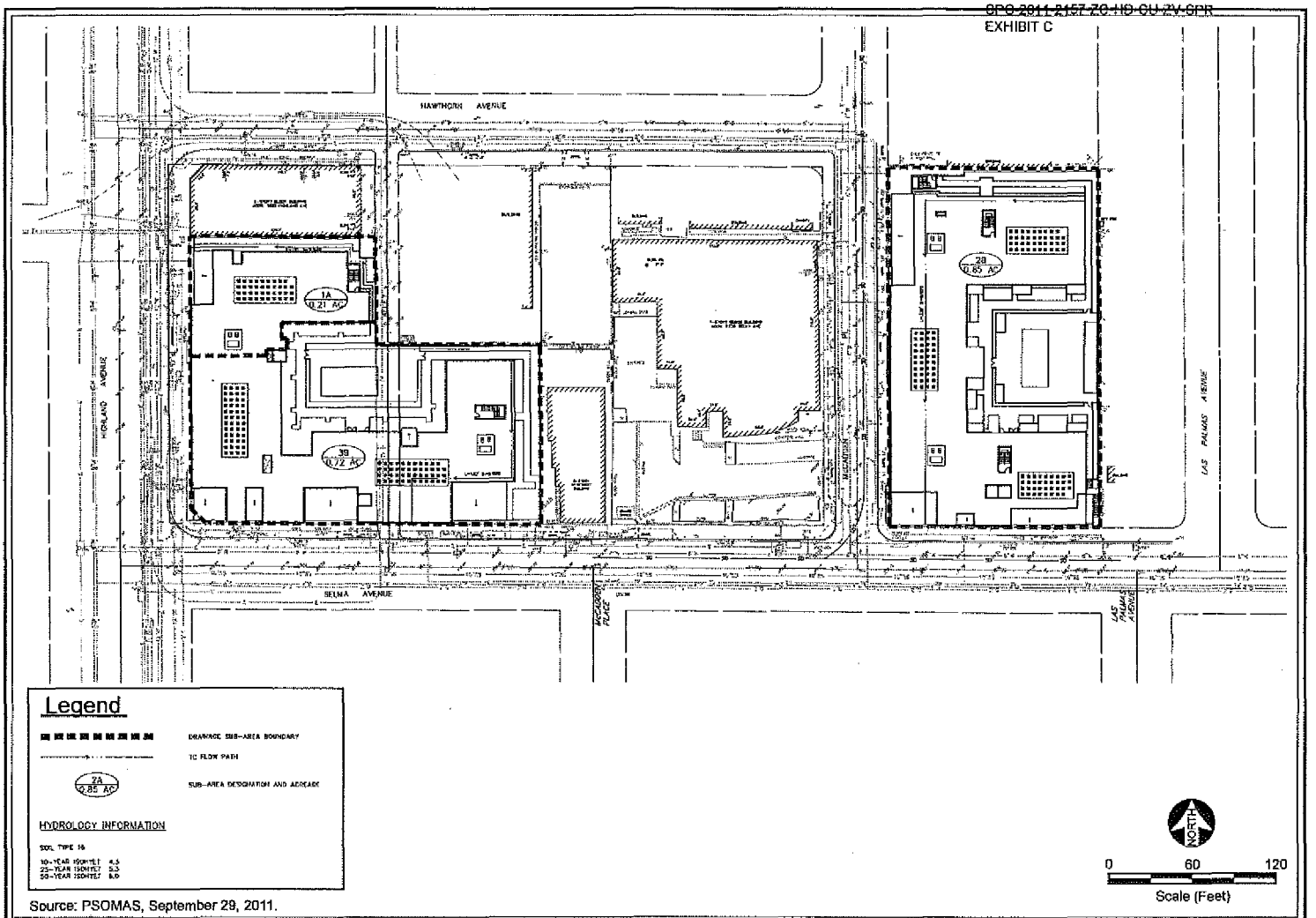
Source: PSOMAS, September 29, 2011.

CAJA Environmental Services, LLC

Figure IV-10
Existing Hydrology Plan

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EXHIBIT C



Source: PSOMAS, September 29, 2011.

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Figure IV-11
Proposed Hydrology Plan

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the Project Site or nearby properties. As discussed in the response to Question 9(c), no natural watercourses exist on or in the vicinity of the Project Site and runoff flows toward the existing storm drain system.

The Project will not substantially alter the drainage pattern of the Project Site although construction of new buildings would occur. Further, the total amount of runoff would remain the same and would not result in flooding. Ninety five percent of the Project Site is covered with impermeable surfaces. With development of the Project, the Project Site will continue to be covered with impermeable surfaces. Thus, no substantial increase in the rate or amount of surface runoff is expected to occur with Project development. No flooding is expected to occur on- or off-site due to the grades of the adjacent streets. Thus, the Project will not result in a substantial increase in stormwater runoff from the Project Site above existing levels. Impacts related to runoff will be less than significant.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving a Project Site. A Project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach storm drains.

Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 9(a), the Project is required to comply with the NPDES program as well as the requirements set forth in the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants, and are further described under *Construction* and *Operation*, below.

Construction

Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment.

Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants.

These best management practices (BMPs) are formally described as **Mitigation Measures 9-1** and **9-2**. When properly designed and implemented, these "good-housekeeping" practices would reduce short-term construction-related impacts to a less than significant level by controlling dust and erosion that may occur onsite and leaks from any construction equipment.

Mitigation Measures

9-1 Stormwater Pollution (Demolition, Grading, and Construction Activities)

Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

  Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

9-2 Low Impact Development (LID) (For Residential development of 5 units or more)

- The Project Applicant shall implement stormwater BMPs to capture and manage 100 % from a storm event producing ¾ inch of rainfall in a 24-hour period in the following order of priority: infiltration, capture and reuse, City approved bio-filtration/retention system BMP or combination of the above. The design of structural BMPs shall be in accordance with the LID Section of the Development Best Management Practices Handbook Part B Planning Activities.

- If the Bureau of Sanitation Stormwater Protection Division determines that the above 100 % capture is infeasible, then the Project Applicant shall implement offsite mitigation within the same sub-watershed for the same. Prior to issuance of a building permit, the Applicant shall be required to verify the Stormwater Protection Division's approval of the LID strategies and submit a signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold.

Operation

The Project Site primarily consists of impermeable surfaces as it is fully paved and developed. The Project will not result in a change in the amount of impervious surface area at the Project Site, and would therefore not be anticipated to result in an increase in stormwater runoff from the Project Site.

Activities associated with operation of the Project will generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking area and the internal roadway surfaces could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system.

However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles and the SWRCB. Furthermore, required design criteria, as established in the LID measure (Mitigation Measure 9-2) for the City of Los Angeles, would be incorporated into the project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources described in the response to Question 9(e), the Project does not include other sources of contaminants that could substantially degrade water quality. Therefore, impacts to water quality would be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. This question would apply to the Project only if it were placing housing in a 100-year flood zone. While the Project will include 248 residential dwelling units, it would not be located in a 100-year flood hazard area, according to the Los Angeles Safety Element map.[25] Therefore, the Project will not

[25] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 7, 2011.*

place housing within a 100-year flood hazard area and no impact related to this issue would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. According to the Federal Emergency Management Agency (FEMA) the Flood Insurance Rate Map (FIRM) for the project area indicates that the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain.[26] Additionally, the Project Site is not located within a City-designated 100- or 500-year floodplain.[27] Therefore, the Project will not be at risk of flooding and would not place structures in an area that would impede or redirect flood flows. No impacts to flood flows would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. The Hollywood Reservoir and the Silver Lake Reservoir are located approximately 1.25 miles north and 4 miles east of the Project Site, respectively. The Project Site is located within the potential inundation area for the Hollywood Reservoir.[28] Nonetheless, this dam, as with other dams in California, is continually monitored by various governmental agencies (such as the State of California Division of Safety and Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum credible earthquake for the site. Flooding from other sources is not expected; thus the minimal risk of flooding from potential dam or levee failure will not be exacerbated by the development of the Project. Impacts related to flooding will be less than significant.

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[26] *Federal Emergency Management Agency, Flood Insurance Rate Maps, Search within Hollywood area, website: http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=7204&O_Y=5224&O_ZM=0.076570&O_SX=1103&O_SY=800&O_DPI=400&O_TH=81333982&O_EN=81362448&O_PG=1&O_MP=1&CT=0&DI=0&WD=14408&HT=10448&JX=1272&JY=897&MPT=0&MPS=0&ACT=1&KEY=81333686&ITEM=1&PICK_VIEW_CENTER.x=892&PICK_VIEW_CENTER.y=41&RI=VIN/, May 7, 2010.*

[27] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 7, 2011.*

[28] *Los Angeles Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas Map: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 7, 2011.*

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk for the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is not located within an area potentially impacted by a tsunami, which is typically located along the coast of the Pacific Ocean.[29] Seiches are oscillations generated in enclosed bodies of water that can be caused by ground shaking associated with an earthquake. As discussed in the response to Question 9(i), the Project Site is located within the potential inundation area for the Hollywood Reservoir. However, this dam is continually monitored and the failure of the dam is considered to be a remote possibility. Additionally, large portions of the City also lie within potential inundation areas. As such, risk to the Project Site will not be greater than in many other areas of the City. Thus, potential impacts related to inundation by seiche would be less than significant.

Further, the Project Site is not located within a Hillside Area or an area identified as being susceptible to landslides.[30] Therefore, development of the Project will not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Impacts related to tsunamis, seiches, and mudflow will be less than significant.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Less Than Significant Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community.

The Project is not of the scale or nature that could physically divide an established community. The Project Site is located within an urbanized area of the Hollywood community in the City and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site.

As such, impacts related to physical division of an established community will be less than significant.

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[29] *Los Angeles Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas Map: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 7, 2011.*

[30] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, Landslide Inventory & Hillside Areas Map, September 1, 1996.*

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The following is a list of applicable plans:

Regional Level

- *Southern California Association of Governments*
    - Regional Comprehensive Plan and Guide (RCPG)
    - Compass Growth Vision, Regional Comprehensive Plan (RCP)
    - Regional Transportation Plan (RTP)
- *South Coast Air Quality Management District's (SCAQMD)*
    - *Air Quality Management Plan (AQMP)*
- *Los Angeles County Metropolitan Transportation Authority's (Metro)*
    - *Congestion Management Plan (CMP) for Los Angeles County.*

City of Los Angeles

- *City of Los Angeles General Plan, including Framework Element and Land Use Element*
- *Los Angeles Municipal Code.*
- *Hollywood Community Plan*
- *Hollywood Signage Supplemental Use District* (West Block only)
- *Hollywood Redevelopment Project (part of the CRA/LA)*
- *Los Angeles State Enterprise Zone*

Consistency with Regional Plans

Southern California Association of Governments (SCAG)

RCPG

The RCPG was adopted in 1996 by the member agencies of SCAG to set broad goals for the Southern California region, with the exception of the County of San Diego, and to identify strategies for agencies at all levels of government to use in guiding their decision-making. The RCPG identifies significant issues and changes that can be anticipated by the year 2015 and beyond.

Adopted policies related to land use are contained primarily in the Growth Management chapter of the RCPG. The primary goal of the Growth Management chapter is to address issues related to growth and land use by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources, and enhance the quality of life in the region. SCAG uses the criteria in *CEQA Guidelines*, Section 15206 to define what a regionally significant project is:

1. A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
2. A proposed residential development of more than 500 dwelling units.
3. A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.
4. A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.
5. A proposed hotel/motel of more than 500 rooms.
6. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.
7. A project that would result in the cancellation of a Williamson Act Contract for any parcel of 100 or more acres.
8. A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.
9. A project that would substantially affect sensitive wildlife habitats such as riparian lands, wetlands, bays, estuaries, marshes, and habitats for rare and endangered species.

10. A project that would interfere with the attainment of regional water quality standards as stated in the approved areawide wastewater management plan.

11. A project that would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.

12. A project that has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located.

While the Project is not of the scale to be considered regionally significant based on the criteria above, the Project will nevertheless be consistent with the policies of the RCPG as discussed below.

Compass Growth Vision

SCAG's Compass Growth Vision is a mechanism for implementing the regional growth strategies outlined in the RCPG. The Compass Growth Vision is intended to provide a strategy to accommodate the projected six million new residents expected to live in the region by 2030 while balancing valuable quality of life goals. To organize the strategies for improving the quality of life in the SCAG region, the following four principles are identified: mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. The Growth Vision Report also provides policy and planning strategies as a way to achieve each of its principles.

Several areas throughout the SCAG region have been identified as strategic opportunity areas for the application of the Compass Growth Vision principles. These areas are referred to as the "Compass 2% Strategy Opportunity Areas." The Compass 2% Strategy Opportunity Areas represent key areas of the SCAG region with a high potential to implement projects, plans and/or policies consistent with the principles defined in the Compass Growth Vision report.

The principles of the Compass Growth Vision include:

1) Improve mobility for all residents

2) Foster livability in all communities

3) Enable prosperity for all people

4) Promote sustainability for future generations

The Project will locate dense housing and retail along a major transit corridor (Highland Avenue) and within 650 feet from the Metro Red Line Hollywood/Highland Station. The Project will enhance the visual character of the area with new compatible buildings that complement and respect adjacent uses. The Project will provide employment and housing opportunities. Green principles will be incorporated to

comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. For these reasons, the Project will be consistent with the principles of the Compass Growth Vision.

RCP

SCAG's RCP is a guidance document that was developed in response to the Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, and air quality challenges. RCP incorporates input from the RCP Task Force, SCAG's policy committees and subregions, local governments, and other key stakeholders.

RCP defines a vision for the SCAG region that includes balancing resource conservation, economic vitality, and quality of life. It also provides a long-term planning framework that describes comprehensive responses to growth and infrastructure challenges and recommends an Action Plan targeted for the year 2035. The RCP does not mandate integrated resources planning; however, SCAG does request that local governments consider the recommendations set forth on the RCP in their General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions.

In September 2008, SCAG accepted the RCP as a reference document, but did not adopt its policies. SCAG has recommended that environmental documents continue to analyze projects per the policies in the RCPG.

RTP

SCAG's RTP contains the transportation vision for the region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The goals of the RTP are to maximize mobility and accessibility, ensure safety and reliability, preserve the existing transportation system, maximize productivity of the transportation system, protect the environment, and encourage land use and growth patterns that complement the transportation system. The RTP also includes policies that reflect the transportation priorities for the SCAG region, and serve to guide plan development. SCAG adopted the RTP on May 8, 2008.

Applicability of SCAG Plans

The goals and policies of the RCPG, Compass Growth Vision Report, RCP, and RTP address projects considered to be regionally significant. To monitor regional development, CEQA requires regional agencies, such as SCAG, to review projects and plans throughout its jurisdiction. In the Southern California region, with exception of the County of San Diego, SCAG acts as the region's "Clearinghouse," and collects information on projects of varying size and scope to provide a central point to monitor regional activity.

The Project is not considered to be a regionally significant project pursuant to SCAG criteria (as defined above).[31] As such, the Project will not be required to demonstrate consistency with SCAG policies contained in the RCPG, Compass Growth Vision Report, RCP, or RTP.

SCAQMD AQMP

The Project is located within the South Coast Air Basin (the "Basin") and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. SCAQMD's AQMP was updated in 2007 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a non-attainment area.

CMP

The CMP for Los Angeles County is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for state gas tax funds. Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating the CMP.

CMP Freeway Analysis

Based on the project trip generation estimates, the Project is expected to generate approximately 112 net new trips in the AM peak hour and approximately 150 net new trips in the PM peak hour. According to the project trip distribution, there would be fewer than 150 AM or PM peak hour trips distributed to the freeways in the Project area; therefore, the project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP Arterial Monitoring Stations Analysis

There would be nominal project trips traveling past the monitoring stations at Santa Monica Boulevard & Highland Avenue and Santa Monica Boulevard & Western Avenue. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday AM and PM peak hours. Due to the nominal project trips, no further analysis is required on these arterial monitoring stations.

Regional Transit Impact Analysis

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[31] *Southern California Association of Governments, Environment, Intergovernmental Review, Criteria List, Minimum Criteria For Classification Of Projects As Regionally Significant, website: http://www.scag.ca.gov/igr/clist.htm, accessed November 3, 2011.*

The Project is expected to generate approximately 145 AM peak hour trips and 192 PM peak hour trips before the 15% transit credit is applied. Assuming an average vehicle occupancy (AVO) factor of 1.4, the project's vehicle trips result in an estimated increase of 203 and 269 person trips during the AM and PM peak hours, respectively. Using the 15% mode split suggested in the CMP, the project would generate approximately 31 and 40 new transit person trips in the weekday AM and PM peak hours, respectively. The Project Site is well served by numerous established transit routes. It is anticipated that the existing transit service in the Project vicinity would adequately accommodate the project-generated transit trips. Thus, based on the calculated number of generated transit trips, impacts on existing or future transit services in the project vicinity are not expected to be significant.

Consistency with City and Local Plans

City of Los Angeles General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[32] The City's General Plan is a dynamic document consisting of 11 elements, including 10 citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual land use consistency plans for each of the City's 35 Community Plan Areas.

City of Los Angeles General Plan Framework Element

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. The Long Range Land Use Diagram in the General Plan Framework Element identifies the Project Site as located within a Regional Center.[33]

A Regional Center is a focal point of regional commercial, identity, and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, different types of Regional Centers will fall within the range of floor area ratios (FAR) from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by buildings that are 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs. The project is proposing an

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[32] *California Government Code Section 65300.*

[33] *City of Los Angeles Department of City Planning, City of Los Angeles General Plan Framework, Figure 3-1: Long Range Land Use Diagram, Metro, February 2003, website: http://cityplanning.lacity.org/cwd/framwk/chapters/03/F31MtoMp.pdf, accessed October 7, 2011.*

approximate FAR of 2.42:1 averaged over the Project Site, which is within the envisioned range of floor area ratio for this type of development.

The applicant is seeking a conditional use permit for unified development, which allows for the averaging of FAR across the site. Further, the Project's integration of housing and commercial uses in a commercially-designated area is consistent with the goals and policies of the General Plan Framework in reinforcing the Regional Center character of the area. Therefore, no significant impacts due to consistency with land use designations in the General Plan Framework are anticipated.

Hollywood Community Plan

The Hollywood Community Plan, part of the City's General Plan Land Use Element, sets forth specific land use requirements and required entitlements for projects within the Hollywood Community Plan Area of the City, where the Project Site is located.

A draft Hollywood Community Plan Update was released on July 15, 2010,[34] a Draft EIR was released for public review from March 3 to May 2, 2011[35], and a Final EIR was released in October of 2011.[36] The Hollywood Community Plan Update was passed by City Council on June 19, 2012 and became effective August 6, 2012.[37]

Land Use Designation

The Citywide General Plan Framework Element generally refers to the Community Plans for specific land use locations and entitlements. The Hollywood Community Plan designates the Project Site as Regional Center Commercial. The Regional Center Commercial land use designation is a commercial designation which allows for the construction of retail uses, offices, hotels, hospitals, service stations and garages, churches, schools, museums, broadcasting studios, parking areas and buildings, parks and playgrounds as well as multiple-family residential uses (such as apartments, condominiums, and multiple family housing units). The corresponding zones for the Regional Center Commercial designation are C2 (commercial), C4 (commercial), P (parking), and PB (parking building). The existing "D" limitation in both zones

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[34] *Draft Hollywood Community Plan Text July 2010: http://cityplanning.lacity.org/cpu/hollywood/EIR/DEIR/Appendix_A.1_Hollywood%20Community%20Plan.pdf*

[35] *Draft EIR, Hollywood Community Plan Update, CPC No. 92-0043 (CPU), SCH No. 2002041009: http://cityplanning.lacity.org/cpu/hollywood/EIR/DEIR/Introduction.pdf*

[36] *Final EIR, Hollywood Community Plan Update, ENV-2005-2158-EIR, CPC No. 97-0043: http://cityplanning.lacity.org/cpu/hollywood/EIR/FEIR/Description.pdf*

[37] *LA City Planning: http://cityplanning.lacity.org/cpu/hollywood/June21/RevisedFindings.pdf*

restricts total FAR on the Project Site to 2:1 (per Ordinance No. 165,662, effective May 7, 1990). The Hollywood Community Plan Update changes the FAR on the Project Site to 3:1.

The applicant is seeking a conditional use permit for unified development, which allows for the averaging of FAR across the site.

The Project involves the construction of an approximately 249,722 square foot mixed-use development, consisting of commercial and residential components. The development features approximately 12,785 square feet of new commercial uses, 248 residential dwelling units, as well as the retention of approximately 36,166 square feet of existing entertainment, trade school, and office uses. The new development and retained existing uses would total 285,888 square feet. This type of development would be consistent with the Regional Center Commercial land use designation. Therefore, impacts on the existing land use designation will be less than significant.

Hollywood Community Plan Objectives

The City of Los Angeles General Plan contains goals, numerous policies and objectives to guide development and uses planned within the City. Not every goal, policy, or objective in the Community Plan is applicable to the Project, the Project Site, or Regional Center development.

Table IV-11A lists the Hollywood Community Plan objectives and discusses the Project's consistency with each of them.

Table IV-11B lists the Hollywood Community Plan Update goals, policies, and objectives and discusses the Project's consistency with each of them.

The Hollywood Community Plan Update is summarized by the following goals:[38]

1. Conserve viable neighborhoods, districts, historic/cultural resources and public right of way
2. Provide a range of employment and housing opportunities
3. Make streets walkable
4. Improve open space, parks and public spaces
5. Encourage sustainable land use
6. Expand mobility options

[38] *Hollywood Community Plan Update, page 53. Effective August 6, 2012: http://cityplanning.lacity.org/cpu/hollywood/February172012Exhibits/Exhibit%20B_Hollywood%20Communuty%20Plan%20Proposed%20Plan%20Text%20-%20Approved%20by%20CPC.pdf*

7. Provide adequate public infrastructure

8. Provide adequate public services

9. Ensure that buildings and neighborhoods are well-designed

Goals 4, 6, 7, and 8 generally apply to public infrastructure projects and public right-of-ways. Goals 1, 2, 3, 5, and 9 can be applied to this Project. The Project would be consistent with these goals by providing a range of employment (retail) and housing choice; encouraging sustainable development by having residents nearby retail, jobs, and mass public transit; and ensuring that the buildings are appropriate to the scale, aesthetic design, and proportions of the area. The goals, policies, and objectives of the Hollywood Community Plan Update that are applicable to the Project are described in Table IV-11B.

Table IV-11A

Hollywood Community Plan Objectives Discussion

Objectives	Discussion
Objective 1. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	The Project does not dislocate any existing jobs or residences. The project applicant proposes to re-develop an under utilized site with new housing, and retail/entertainment uses that would provide employment opportunities in the Hollywood area. Further, the Project will provide additional housing to Hollywood and provide residential uses close to commercial area of Hollywood and other communities.
Objective 2. To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.	The Project will intensify the use on site and provide additional housing in Hollywood and retail uses that would accommodate the population of the surrounding area beyond the projected year of 2010.
Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	The Project will include varying unit sizes from studios to 2-bedroom units that would accommodate various economic segments of the Hollywood community providing different choices in housing needs. Further, it is anticipated that many of the studio units would be utilized by the student population in the immediate vicinity of the Project Site. In particular, the units may be rented by students attending the existing Musicians Institute trade school that is part of the project.
Objective 4. To promote economic well being and public convenience through: • Allocating and distributing commercial lands for retail, service and office facilities in quantities and patterns on accepted planning principles and standards. • Designating land for industrial development that	The Project Applicant proposes a mixed-use project that includes approximately 12,785 square feet of new retail space, as well as the retention of approximately 36,166 square feet of office/entertainment uses. The project would also provide additional housing opportunities with 248 residential units that would benefit the general community and specifically the immediate area surrounding the Project Site.

Objectives	Discussion
can be so used without determent to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose. • Encouraging the revitalization of the motion picture industry. • Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.	The Project does not include industrial uses. The Project includes residential units and commercial space that would serve the entertainment industry. Further, the project would retain existing post-production entertainment uses. The Project will not affect the concentration of medical facilities in East Hollywood.
Objective 5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.	The Project Applicant is required to coordinate the development of the Project with public facilities such as the Los Angeles Department of Water and Power for electricity, water, and wastewater services.
Objective 6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic.	This IS/MND includes a traffic analysis that analyzes the potential impacts to the area's circulation system. This analysis is based on the Traffic Study, which was reviewed and approved by the Los Angeles Department of Transportation.
Source: Hollywood Community Plan.	

Table IV-11B

Hollywood Community Plan Update Goals/Policies/Objectives Discussion

Goals/Policies/Objectives	Discussion
Land Use	
Goal LU.1: Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys.	**Consistent.** The Project would provide a mix of commercial and multi-family residential uses that would enhance the viability of the neighborhood. The Project is not located within an industrial district. The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue.
Policy LU.1.14: Encourage the design of new buildings that respect and complement the character of adjacent historic resources.	**Consistent.** The Project will include new buildings that relate to the surrounding community with contemporary buildings that respects the historic nature of adjacent uses.
Policy LU.1.24: Maintain alleys for public uses. Protect streets, walkways and alleys from closure, vacation and gating for private use.	**Consistent.** The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue.

Goals/Policies/Objectives	Discussion
Policy LU.1.25: Maintain alleys which are located between commercial uses and residential uses to mitigate impacts of alley traffic on adjacent dwelling units.	**Consistent.** The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue.
Goal LU.2: Provide a range of employment and housing opportunities.	**Consistent.** The Project provides a range of employment and housing opportunities as it consists of commercial uses, which will provide jobs, and multi-family residential units ranging from studio, one, and two bedrooms in size.
Policy LU.2.7: Utilize existing alleys to reinforce pedestrian character, walkability, and bikeability.	**Consistent.** The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue. The alley would be renovated and thus would be more attractive for pedestrian and bicycle use.
Policy LU.2.15: Encourage mixed-use and multifamily residential projects to provide bicycle parking and/or bicycle lockers.	**Consistent.** The Project would comply with City Municipal Code with respect to providing bicycle parking.
Goal LU.3: Make streets walkable.	**Consistent.** The Project would include walkways from entries to sidewalk, consistent with the surrounding neighborhood. The walkways would have lighting for safety and visibility. Pedestrian activity would be encouraged through the usage mix of retail and residential. The Project would also include pedestrian connections throughout the Site, consistent with it being a unified development. The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue.
Policy LU.3.4: Design sidewalks that make pedestrians feel welcome and safe by minimizing the conflict between cars, buses and pedestrians.	**Consistent.** All sidewalks would be continuous and straight or relatively straight, designed to accommodate pedestrian flow and provide for overall pedestrian safety. The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs.
Policy LU.3.7: Preserve and maintain existing alleys at the rear of lots which front a major or secondary highway to encourage rear access.	**Consistent.** The existing north-south alley located east of Highland Avenue that connects Hawthorn Avenue to Selma Avenue would be maintained.

Goals/Policies/Objectives	Discussion
	The alley would provide one-way southbound travel from Hawthorn Avenue to Selma Avenue; however, two-way travel would be provided in the southern portion of the alley from Selma Avenue to allow access to the three commercial driveways for Building A (one on the west side of the alley and two on the east side). The alley will allow pedestrian access.
Policy LU.3.8: Provide pedestrian amenities to invite walking.	**Consistent.** The Project would provide pedestrian scale retail and commercial uses to provide a vibrant street frontage for pedestrians and improve the streetscape appearance along Selma Avenue to make it more inviting and walkable.
Policy LU.3.9: Encourage the planting of street trees for shade.	**Consistent.** The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs. The trees would provide shade.
Policy LU.3.22: Promote well-designed retail with transparent facades to allow visibility of commercial uses.	**Consistent.** The Project would promote pedestrian-scale architecture for the ground-floor commercial uses, including facades to allow visibility and prohibiting the use of reflective materials.
Policy LU 4.15: Recognize street trees as an important feature which improves the quality of open space in Hollywood.	**Consistent.** The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs.
Goal LU.5: Encourage sustainable land use and building design.	**Consistent.** The Project ect would provide a mix of commercial and multi-family residential uses. Green principles are incorporated throughout the Project to comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED-Homes Mid-Rise) program.
Policy LU.5.5: Promote the planting of street trees to provide comfortable, shady walking environments, cooling, and absorption of carbon dioxide.	**Consistent.** The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs.
Urban Design Guidelines Objectives	
Building Orientation Support a quality streetscape by providing cohesive relationships between a building's orientation, site layout, and the public right-of-way.	The Project would enhance the local streetscape with quality architecture and create additional pedestrian activity with a mix of uses, including commercial uses on the ground floor. The Project would continue to maintain the existing north-south alley between

Goals/Policies/Objectives	Discussion
	Hawthorn Avenue and Selma Avenue.
Scale, Height, and Massing Enhance neighborhood character through understanding the importance of a structure's physical form, and by complementing the existing built environment	The heights of the proposed buildings would be comparable to other structures in the area, particularly other structures along Hollywood Boulevard, and thus will not introduce an incompatible scenic element into the community. The Project's massing will be partially lowered to five stories with a floating clerestory along Selma Avenue, referencing that street's lower profile and adjacency to the low rise residential community to the south; along Highland Avenue the massing raises to six stories as the scale increases up to Hollywood Boulevard.
Pedestrian Amenities Provide a sense of accessibility and safety to all pedestrians by providing clear connections between origin and destination.	The Project would include walkways from entries to sidewalk, consistent with the surrounding neighborhood. The walkways would have lighting for safety and visibility. Pedestrian activity would be encouraged through the usage mix of retail and residential. The Project would also include pedestrian connections throughout the Site, consistent with it being a unified development. The Project would continue to maintain the existing north-south alley between Hawthorn Avenue and Selma Avenue.
Sustainability Highlight the need for conservation efforts by maximizing the use of sustainable treatments	Green principles are incorporated throughout the Project to comply with the City's Green Building Program and sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED-Homes Mid-Rise) program.
On-Site Open Space Strengthen the pedestrian experience and neighborhood environment by providing accessible, diverse forms of on-site open space.	Pedestrian open space would be along the landscaped sidewalks and within the accessible and maintained north-south alley between Hawthorn Avenue and Selma Avenue. For residents, the Project incorporates a total of 26,863 square feet of new open space, including pools, exercise facilities, and community lounges, as shown in Table II-4. This is 488 square feet more than required.
Landscaping Soften a building's edge and provide visual relief to the street by utilizing landscaped elements, while understanding their maintenance needs.	The landscaped boundary around the site along the street and sidewalk would contain a variety of trees and shrubs.
Building Façade	The Project would include architectural features to

Goals/Policies/Objectives	Discussion
Contribute to a richer pedestrian and neighborhood environment through distinctive design elements on all visible building facades.	create articulation and a diverse building façade
Other Building Elements Account for other elements of good urban design by providing intelligent specifications.	The Project would include screening of utilities and disposal areas. Walls would be well-maintained and not be large, blank, or single plane.
Source: Hollywood Community Plan Update. Adopted on June 19, 2012 and effective on August 6, 2012.	

The Community Plan also contains policies. However, these are directed toward the City (and the various departments and agencies such as Recreation and Parks [LADRP], Fire Protection [LAFD], Public Schools [LAUSD], Library [LAPL], other public facilities, and social services). The policies do not relate to individual private projects and are not applicable to this Project. The following are the policies listed in the Community Plan and directed to the City or its agencies:[39]

Recreation and Parks

1. That the desires of the local residents be considered in the planning of recreational facilities.

2. That the recreational facilities, programs and procedures be tailored to the social, economic and cultural characteristics of individual neighborhoods and that these programs and procedures be continually monitored.

3. That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available.

4. That, in the absence of public land, and where feasible, intensified use of existing facilities and joint use of other public facilities for recreational purposes be encouraged.

5. That the expansion of existing recreational sites and the acquisition of new sites be planned so as to minimize the displacement of housing and the relocation of residents.

Fire Protection

1. That the various components of the fire protection/emergency medical services system be continually evaluated and updated by the Fire Department in coordination with other City departments, as fire protection techniques, apparatus, needs and land use patterns change.

[39] *Hollywood Community Plan, pgs. HO-4 to HO-5: http://cityplanning.lacity.org/complan/pdf/HwdCpTxt.pdf*

2. That the expansion of existing fire stations and the acquisition of new sites be planned and designed to minimize the displacement of housing and relocation of residents.

3. That public education activities concerning the elimination of fire hazards, methods of fire protection and emergency medical services be encouraged.

4. That the existing paramedic program be continually evaluated, updated and improved.

5. That the City intensifies its program of fire protection through weed abatement.

Public Schools

1. That the Los Angeles Unified School District's standards and criteria for student travel distance, minimum school size and optimum pupil enrollment be tailored to specific Hollywood area characteristics of land use, street circulation, topography, population densities, umber of school age children and availability of vacant land.

2. That the Los Angeles Unified School District be requested to tailor improvements in educational programming, curricula and staffing to the specific social, economic and cultural characteristics of the Community's residents.

3. That all school facilities in the Hollywood Community be constantly reviewed, analyzed and upgraded, in view of the fact that the District contains some of the oldest schools in the City.

4. That due to an absence of vacant land, an after-hours, multi-use concept of school facilities, together with a joint-use concept of other public facilities, be encouraged and promoted.

5. That the expansion of school sites be planned so as to minimize displacement of residents and that, where possible, alternative architectural concepts be developed.

6. That the expansion of school facilities be accommodated on a priority basis and consider the following: existing school size, age of main buildings, current and projected enrollment and projected land uses and population.

7. That the location of new school facilities be based on population densities, number of school age children, projected population, circulation, and existing and future land uses.

8. That all school facilities adjacent to freeways be buffered against visual, noise and air pollution impacts.

9. That educational opportunities for adults be expanded in the community.

Library

1. That library facilities, procedures, programs and resources be continually evaluated and tailored to the social, economic and cultural needs of local residents.

2. That, where feasible, bookmobile service to isolated residents be encouraged as a complimentary service of community branch libraries.

3. That the expansion of existing library facilities and the acquisition of new sites be planned and designed to minimize the displacement of housing and relocation of residents.

Other Public Facilities

1. That, where feasible, new power lines be placed underground and that the undergrounding of existing lines be continued and expanded.

2. That new equipment for public facilities be energy efficient.

3. That solar access to adjacent properties be recognized and protected in the construction of public facilities.

Social Service

1. That all public and private agencies responsible for the delivery of social services be encouraged to continually evaluated and modify programs as needs changes and funds become available.

2. That publicly funded agencies strive to achieve and maintain a high level of awareness and understanding to the ethnic and cultural diversity of the community.

Hollywood Redevelopment Plan

The Project Site is located in the Hollywood Redevelopment Project Area (the "Redevelopment Project Area"), which is outlined in the Hollywood Community Plan. The Redevelopment Project Area encompasses 1,100 acres and is generally bounded by La Brea Avenue on the west, Serrano Avenue on the east, Franklin Avenue, the Hollywood Freeway (US 101) and Hollywood Boulevard on the north, and Fountain Avenue and Santa Monica Boulevard on the south. The Redevelopment Plan for Hollywood was adopted in 1986 and amended in 2003 and sets forth goals to maintain the community's distinctive character.

Land Use Designation

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

Redevelopment Plan would automatically conform to any future changes in the Hollywood Community Plan. Because the Project is consistent with the land use designations of the Hollywood Community Plan, discussed above, the Project is consistent with the land use designations of the Hollywood Redevelopment Plan.

Hollywood Redevelopment Project Policies

The Project Site is located in the Redevelopment Project Area. Not every policy in the Redevelopment Plan is applicable to the Project, the Project Site, or Regional Center development. Consequently, Table IV-12 sets forth the applicable policies and discusses the Project's consistency with each of them.

Table IV-12
Hollywood Redevelopment Plan Objectives Discussion

Policy	Discussion
• Encourage the involvement and participation of residents, business persons, property owners, and community organizations in the redevelopment of the community.	The Project Applicant has communicated with various community groups and neighbors of the Project Site to gather in-put on the Project.
• Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	The Project will not dislocate any jobs or residences. The Project would include increased commercial uses that would provide opportunities for employment for the ethnically diverse Hollywood community, as well as for women in Hollywood.
• Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	The Project is a mixed-use development with housing and commercial uses, as well as the retention of existing entertainment and office uses. The Project will further support the entertainment industry by providing needed housing in Hollywood closer to the entertainment business sector establishments located in and around Hollywood. The Project will also retain the existing Panavision Building (which promotes entertainment sector needs).
• Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: adopting land use standards; promoting architectural and urban design standards including: standards for height, building setback, continuity of street façade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; promoting landscape criteria and planting programs to ensure additional green spaces; encouraging maintenance of the built environment; promoting sign and billboard standards; coordinating the provision of high quality public improvements; promoting rehabilitation and restoration guidelines;	The Project will create a mixed-use development that acts as a transition point between the low-rise residential neighborhood to the south and the high-rise towers along Hollywood Boulevard to the north. The Project will be compatible with and complementary to the surrounding area because it would add uses that already exist in the area: multi-family residential, commercial, office and entertainment uses. The area blends these uses not block-by-block but within the same block, parcel, and building. The Project supports this arrangement and does not try to alter the area's character. The Project will revitalize the area by constructing new, modern residential buildings with ground-floor commercial, while also

Table IV-12
Hollywood Redevelopment Plan Objectives Discussion

Policy	Discussion
and integrate public safety concerns into planning efforts.	retaining the existing on-site entertainment and office uses.
• Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.	The Project will retain existing entertainment uses on-site. Further, the Project will support the entertainment industry by providing needed housing in Hollywood closer to the entertainment business sector establishments located in and around Hollywood.
• Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which: reflects Hollywood's position as the entertainment center; provides facilities for tourists; contains active retail and entertainment uses at the street level; provides for residential uses; is pedestrian oriented; is in a focus for the arts, particularly performing arts; and recognizes and reinforces its history and architecture.	The Project is designed to contribute to the Hollywood community. The Project will provide retail uses at the street level. There are multiple public transportation opportunities in the immediate area providing residents with work, commercial, and recreation opportunities accessible without use of an automobile. Further the Project will provide 248 new residential units to Hollywood.
• Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choice, which meet the needs of the resident population.	The Project will provide 248 additional residential units to the Hollywood Community. The Project will provide modern apartment units with varying unit sizes from studios to two-bedroom units that will improve the quality of housing in the Hollywood community for different income and age groups. In particular, it is anticipated that the studio units could be utilized by the student population in the vicinity (including at the Musicians Institute that is part of the Project Site).
• Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.	The Project is an in-fill housing project that will intensify the existing land uses on the site and provide new in-fill housing opportunities to the community. By providing a mixed-use project, the Project will provide retail uses closer to nearby residents as well as for the on-site residents. Moreover, the Project's location is ideally suited to take advantage of transit opportunities. Thus, the project is intended to address traffic and circulation conditions of the immediate area and enable people to reside and work in the Hollywood area.
• Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having	The Project does not dislocate any employees or residences and maintains the existing Panavision and Musicians Institute buildings. The existing surface parking lots would be demolished as part of the Project.

Table IV-12
Hollywood Redevelopment Plan Objectives Discussion

Policy	Discussion
significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.	The Project Site does not have significant historic or architectural value. The Project will be sensitive to important physical features and respect the historic fabric of Hollywood. As discussed under Aesthetics, the Project will not obstruct key views of the iconic Hollywood Sign or the Hollywood Hills. Further, as discussed under Cultural Resources, the Project will not impact any neighboring historic resources.
• Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	The Project will provide housing and jobs in proximity to public transit services. Several MTA and LADOT bus routes have stops within reasonable walking distance of the Project Site (within approximately one-quarter of a mile). In addition, the Hollywood/Highland Metro Rail Red Line Station is located approximately 650 feet northwest of the Project Site
• Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	The Project will include approximately 26,863 square feet of open space uses for Project residents such as a swimming pools, exercise facilities, and community lounges. The Project would comply with and exceed LAMC open space requirements.

Source: Hollywood Redevelopment Plan adopted in 1986 and amended in 2003.

City of Los Angeles Planning and Zoning Code

The Project Site can be divided into 3 sections: (1) the "West Block" located at the corner of Highland and Selma Avenues; (2) the "Center Block", separated from the West Block by an alley; and (3) the "East Block", located immediately east of the Center Block and McCadden Place. The zoning designations for the Project Site are C4-2D-SN (Commercial, Height District No. 2, and Signage District) for the West Block, and C4-2D (Commercial and Height District No. 2) for the Center and East Blocks. The Hollywood Community Plan Update changes the FAR on the Project Site to 3:1.

These zoning designations permit the C4 commercial uses specified in Section 12.16 of the Los Angeles Municipal Code (LAMC), which allows for the construction of retail uses, offices, hotels, hospitals, service stations and garages, churches, schools, museums, broadcasting studios, parking areas and buildings, parks and playgrounds. The C4 zone also allows R5 multiple-family residential uses and density pursuant to LAMC Section 12.22A.18 for mixed-use projects on property designated as Regional

Center Commercial. The R5 zone is the City's most permissive residential zoning designation, which allows for the construction of multiple family residential uses such as apartments, condominiums, and multiple family housing units.

The Project includes discretionary approval of a Conditional Use Permit (CUP) for unified development which allows for the averaging of FAR across the site.

Floor-Area-Ratio

The site is currently zoned C4-2D-SN and C4-2D. The Hollywood Community Plan Update changes the FAR on the Project Site to 3:1. The applicant is seeking a CUP for unified development, which allows for the averaging of FAR across the site.

Further, the Project is consistent with the General Plan, Hollywood Community Plan Update, and the Hollywood Redevelopment Plan as discussed above. In addition, the Project acts as a transition point between the low-rise residential neighborhood to the south and the high-rise towers along Hollywood Boulevard to the north. The Project is compatible with the character of the surrounding community, as it would consist of uses already existing in the area: multi-family residential, commercial, office, and entertainment uses.

Density

The Project is a mixed-use development on a site zoned C4 and designated as a Regional Center. In accordance with LAMC Section 12.22.A18 of the City of Los Angeles Planning and Zoning Code, the Project's residential density is governed by the R5 standards. Per Section 12.12 C 4 (c), the R5 zone requires a minimum of 200 square feet of lot area per dwelling unit. Based on the Project Site total area of 118,049.5 square feet (approximately 2.71 acres), a maximum total of approximately 590 residential units could be constructed.

However, because some existing uses and parcels would be retained, only approximately 63,659 square feet of lot area will be used for proposed Buildings A and B. Based on 200 square feet per dwelling unit, a maximum of approximately 321 dwelling units could be constructed on the Project Site, and the Project will provide a total of 248 residential units. Therefore, the Project will include less density than is allowed by the LAMC.

Parking

An on-site subterranean parking structure with grade-level enclosed parking will be constructed for each Building; the Building A parking structure will contain 276 parking spaces and the Building B structure will provide 262 parking spaces. As shown in Table IV-13 the required parking project total is 584 spaces required spaces, while 538 spaces would be provided. A discretionary action (Parking Variance to reduce required parking) is requested for the 46 space deficit.

Table IV-13
Project Parking Summary

Land Use	Amount	LAMC Parking Ratio	Spaces
Building A			
1 Bedroom	62 du	1.5 spaces/du	93
2 Bedroom	38 du	2 spaces/du	76
Studio	34 du	1 space/du	34
Commercial	12,203 sf	2 spaces/1,000 sf	25
Covenant	--	--	68
Building B			
1 Bedroom	54 du	1.5 spaces/du	81
2 Bedroom	25 du	2 spaces/du	50
Studio	35 du	1 space/du	35
Commercial	469 sf	2 spaces/1,000 sf	1
Covenant	--	--	121
		Total Parking Required:	**584**
Parking Spaces Provided by Project:			
Building A:			
• Residential			174
• Guest			5
• Commercial/Covenant			97
• Total Building A			276
Building B:			
• Residential			139
• Commercial/Covenant			123
• Total Building B			262
• **Project Total**			**538**
Deficit Parking Below LAMC			*(46)*

Du = dwelling unit; sf = square feet
Table by CAJA Environmental Services, September 2012.

Off-street parking requirements are contained in LAMC Section 12.21.A.4(a) (the Code Parking Requirement). However, the general requirements do not take into account specific design, parking easements, site location near transit or other things that affect parking.

Several parcels on the site are subject to off-street parking covenants that require setting aside 181 spaces. The Project would fully satisfy all parking covenants. In addition, the Project will construct 2 on-site parking structures that provide a combined 538 spaces. The Project Site is located along a major transit corridor and 650 feet from Metro Red Line Hollywood/Highland Station. The location and project design features reduce the need for parking spaces for onsite residential units.

The special circumstances applicable to the Project Site do not generally apply to any other property in the same zone and vicinity that necessitates permission to provide onsite parking that is different than the Code Parking Requirements. The Project Site's Center Block will retain an existing parking lot that services the immediate surrounding uses.

Further, it is anticipated that many of the studio units would be utilized by the student population in the immediate vicinity of the Project. In particular, the units may be rented by students attending the

Musicians Institute trade school that is part of the Project, which will also minimize the need for additional parking and would further reduce vehicle miles traveled.

The Project is consistent with the General Plan, Hollywood Community Plan and Update and Hollywood Redevelopment Plan. For example, the Hollywood Community Plan states that "[p]arking areas should be located between 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." The Project complies with this standard and improves upon it. The parking facilities on the site would be strategically located underneath the residential and mixed-use components of the Project. This design allows the at-grade uses to enliven the street frontage and provide additional landscaping and open space to beautify the site and vicinity.

The City's Housing Element (part of the General Plan) states that "high density development adjacent to transit corridors and bus stops is one of the implementing tools used to achieve" the City's goal of providing sufficient housing within proximity of employment. The area is served by local and regional bus lines by Metro and LADOT. The parking provided, in addition to satisfying the covenant and easement requirements, combined with its transit-oriented location are also special circumstances that support the request of a parking variance.

Therefore, it is clear that the grant of the requested parking variance would not adversely affect any element of the General Plan or other applicable plans.

Open Space

According to LAMC Section 12.21G, the Project will be required to provide 26,375 square feet of open space.[40] The Project will incorporate a total of approximately 26,863 square feet of open space, including pools, exercise facilities, and community lounges. Therefore, the Project will provide approximately 488 square feet of open space more than is required by the LAMC.

Conclusion

As described above, the Project is consistent with the density and open space requirements of the LAMC, and will be consistent with the FAR and parking requirements with the granting of the zone change/height district change and the parking variance. Further, the Project is consistent with the General Plan, Hollywood Community Plan and Update, and the Hollywood Redevelopment Plan, as discussed above.

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[40] *Based on 100 square feet of open space per unit for studio and 1-bedroom units; 125 square feet per unit for 2-bedroom units; and 175 square feet per unit for 3-bedroom units.*

As such, impacts with respect to applicable land use plans, policies and zoning would be less than significant.

Hollywood Signage Supplemental Use District

The "SN" in the West Block zoning (C4-2D-SN) indicates a Sign District and includes sign regulations shall that address the location, number, square footage, height, light illumination, hours of illumination, sign reduction program, duration of signs, design and types of signs permitted, as well as other characteristics, and can include murals, supergraphics, and other on-site and off-site signs.[41]

The Hollywood Signage Supplemental Use District (SUD) was enacted by City Ordinance No. 176,172 to acknowledge and promote the continuing contribution of signage to the distinctive aesthetics of Hollywood Boulevard, as well as to control the blight created by poorly placed, badly designed signs throughout Hollywood. Only the west portion of the proposed Building A (everything on the West Block on the west side of the existing alley) is located within the SUD.

The SUD establishes the specific requirements for permissible signage within its boundaries as well as prohibits certain styles of signs.

Any project-related identification signs would be subject to comply with the SUD. Therefore, impacts with respect to the SUD would be less than significant.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

The Project Site and the surrounding area are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project Site is fully developed and is located in a heavily urbanized area of Hollywood. Therefore, no impacts to any adopted habitat or conservation plans from the Project will occur.

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[41] *LAMC, Sec 13.11 "SN" Sign District: http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec12175mr1restrictedindustrialzone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=*

11. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the Project would convert an existing or future regionally-important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally-important mineral resource extraction. Neither the Project Site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance.[42]

Additionally, the Project Site is not located within an oil field or oil drilling area, and is not part of any Oil Drilling and Surface Mining Supplemental Use District.[43] Furthermore, no oil wells exist or are known to have previously existed on the Project Site or the surrounding area.[44] Should any future mineral resource be discovered on or near the Project Site, development of the Project will not preclude the mineral's extraction. Therefore, no impacts with respect to mineral resources of regional or statewide significance will occur.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction.

The Project Site is located in the Hollywood community and is not delineated as a locally important mineral resource recovery site on any City plans. Additionally, as stated in the response to Question 10(a), no oil wells exist on or in the vicinity of the Project Site. Further, should any future mineral resources be discovered on or near the Project Site, development of the Project will not preclude the mineral's extraction. Therefore, no impacts with respect to loss of availability of a locally important mineral resource will occur.

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[42] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, Areas Containing Significant Mineral Deposits Map, September 1, 1996.*

[43] *City of Los Angeles Department of City Planning, Safety Element Exhibit E, Oil Field and Oil Drilling Areas: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, September 30, 2011..*

[44] *State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://maps.conservation.ca.gov/doms/index.html, May 7, 2010.*

12. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.

- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

- CNEL – The Community Noise Equivalent Level is a 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can

disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may

consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[45]

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation. A discussion of the project's noise impacts is included below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet

[45] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the project would require the use of heavy equipment for demolition, grading and excavation to accommodate the building foundations, the installation of utilities, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise, especially during the building fabrication phase. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data for outdoor noise levels for typical construction activities, which are presented on Table IV-14. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

Table IV-14
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

During project construction, three basic types of activities are expected to occur and generate noise. The first activity involves demolition. The second activity involves the preparation, excavation, and grading of the Project Site to accommodate the building foundation for the new mixed-use buildings and associated parking garages. The last activity that will generate noise during construction will involve the physical construction and finishing of the proposed mixed-use buildings and parking garages.

Land uses on the properties surrounding the Project Site are predominantly developed with commercial uses, with the exception of Hollywood High School located west of the Project Site, across Highland Avenue and residential uses to the south, across Selma Avenue. Although the City's Noise Ordinance only addresses construction noise impacts relative to residentially zoned land, the analysis of the Project's construction noise levels takes into consideration the full range of "noise-sensitive" land uses that are

located in proximity to the Project Site, including school uses. Therefore, for the purposes of assessing noise impacts on sensitive populations, the following nearest sensitive receptors surrounding the Project Site were identified (refer to Figure IV-12):

- Hollywood High School: approximately 130 feet west of proposed Building A, across Highland Ave.
- Musicians Institute: approximately 65 feet northwest of proposed Building B, across Hawthorn Ave.
- First Baptist Church: approximately 80 feet southeast of proposed Building B, across Selma Ave.
- Multi-family housing: approximately 50 feet south of proposed Building B, across Selma Ave.
- Multi-family housing: approximately 100 feet southeast of proposed Building A, across Selma Ave.
- Multi-family housing: approximately 20 feet east of proposed Building A at 6753 Selma Ave.
- Musicians Choice Studio: approximately 75 feet south of proposed Building A, across Selma Ave.

The closest sensitive receptor to the Project Site is located approximately 20 feet away (6753 Selma Avenue, adjacent to proposed Building A). **Mitigation Measures 12-1** to **12-3**, listed below, provide regulations for construction equipment usage/timing. **Mitigation Measure 12-3** also calls for flexibility to the maximum extent possible so that operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. The parcel adjacent to 6753 Selma Avenue has already been completely cleared of its previous development (2 residential buildings) so there would be no demolition activity for noise.

Due to the use of construction equipment during the construction phase, the Project will expose the off-site sensitive receptors to increased exterior noise levels comparable to those listed on Table IV-14. As shown on Table IV-14, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA L_{eq} with the use of noise-attenuating devices. Table IV-15 shows the construction noise levels that will occur at the nearest off-site sensitive uses during construction at the Project Site.

Table IV-15
Exterior Noise at Nearest Off-Site Sensitive Uses from Project Construction

Sensitive Land Use	Approximate Distance to Project Buildings (feet)	Estimated Peak Construction Noise Level at Property Line (dBA L_{eq})
Hollywood High School west of proposed Building A	130	79
Musicians Institute northwest of proposed Building B	65	84
First Baptist Church southeast of proposed Building B	80	82
Multi-family housing south of proposed Building B	50	83
Multi-family housing southeast of proposed Building A	100	80
Multi-family housing east of proposed Building A	20	92
Musicians Choice Studio	75	82

Source: CAJA Environmental Services, 2011; Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.

LAMC Section 41.40 regulates noise from demolition and construction activities. 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. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the project would be required to comply with these LAMC requirements.

In addition, pursuant LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the LAMC, implementation of the City's Standard Conditions of Approval related to noise (listed below) will reduce the noise levels associated with construction of the project to the maximum extent that is technically feasible and these are exempt from the 75 dBA noise threshold as described above, and temporary construction noise levels will be less than significant.

Mitigation Measures

Implementation of the following City Standard Conditions of Approval are required to ensure that noise impacts during the project's construction phase would be less than significant:

12-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- The project shall comply with the City of Los Angeles Noise Ordinance No. 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.
- 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.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

12-2 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.

12-3 Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

In addition, to ensure vibration levels experienced by residents at 6753 Selma Avenue would not exceed the FTA's 80 VdB thresholds for residences:

- No large bulldozer or caisson drilling shall be used within 50 feet of the building at 6753 Selma Avenue.

12-4 Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the Project Site's western, southern, and eastern boundaries to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.

12-5 Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project Site to the extent feasible.

12-6 All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

12-7 Adjacent land uses within 300 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

With the implementation of **Mitigation Measures 12-1** through **12-7**, the noise levels associated with construction of the Project would be reduced to the maximum extent that is technically feasible. Therefore, impacts associated with construction-related noise levels will be less than significant.

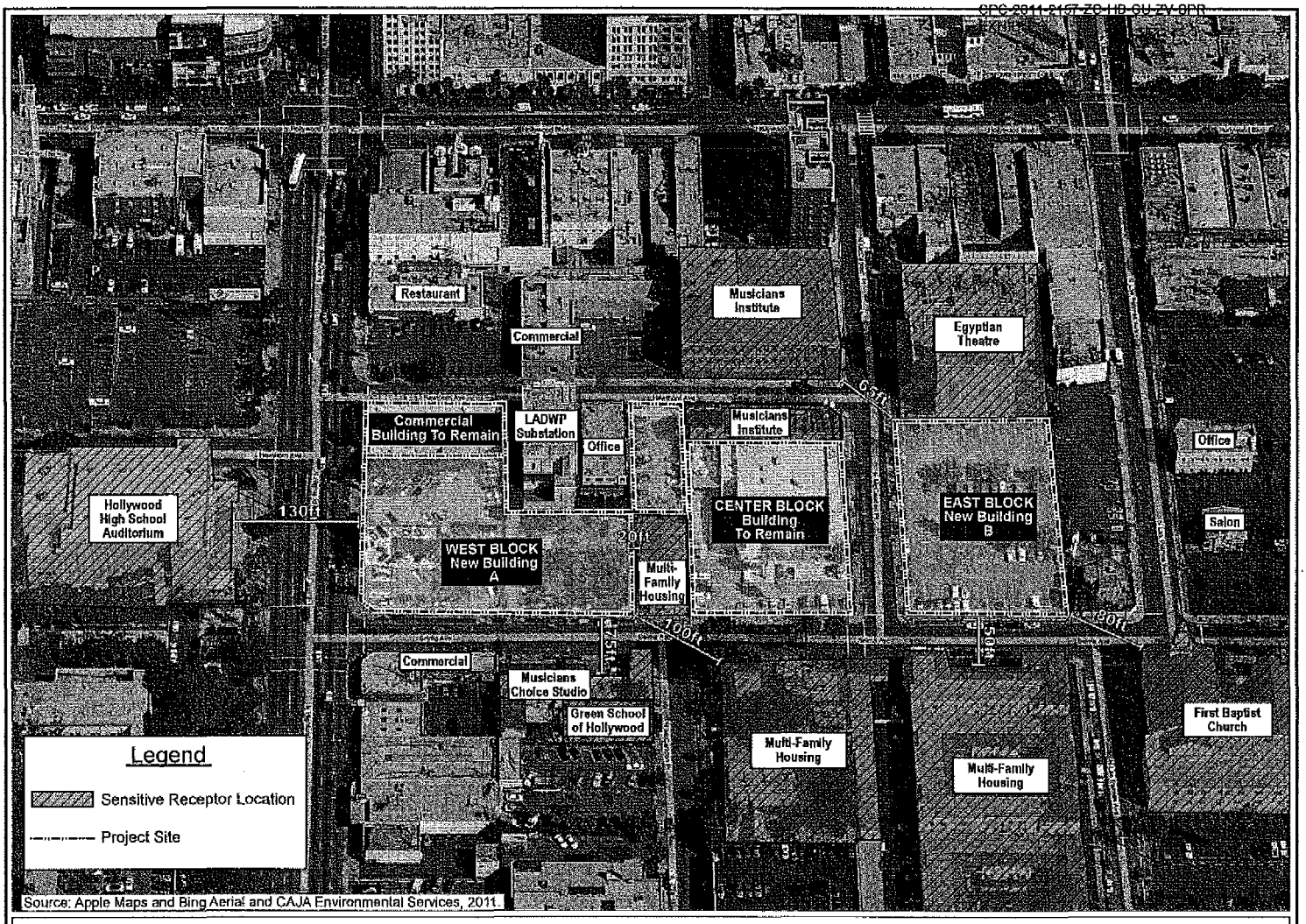
Operational Noise

During operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment. However, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site HVAC equipment would be designed such that the equipment would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. On this basis, a significant noise impact from on-site operations would not occur and as such, no mitigation measures are necessary.

The Project has the potential to generate noise from the vehicles using the parking ramps. However, **Mitigation Measure 12-8** would reduce this impact to less than significant.

The Project has the potential to impact on-site residential uses from noises generated by the retail and restaurant uses on the ground floor. However, **Mitigation Measure 12-9** would ensure reduce this impact to less than significant.

Additionally, the design and construction of the residential units would have to comply with Title 24 of the California Code of Regulations, which requires interior noise levels not to exceed 45 dBA. The Project residential occupants have the potential to be exposed to noise levels due to proximity with a major or secondary highway. Highland Avenue and Hollywood Boulevard are classified as Major Highways. However, with **Mitigation Measure 12-10,** impacts related to this issue would be less than significant .



Source: Apple Maps and Bing Aerial and CAJA Environmental Services, 2011.

CAJA Environmental Services, LLC

Figure IV-12
Potential Sensitive Receptor Locations

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Mitigation Measures

12-8 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

The design and construction of the project shall comply with the following City Standard Condition of Approval:

12-9 Increased Noise Levels (Mixed-Use Development)

Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

12-10 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

  The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Groundborne vibration is sound radiated through the ground. Groundborne vibration can result from a source (e.g., train operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Groundborne vibration levels resulting from construction activities occurring within the Project Site were estimated by data published by the Federal Transit Administration (FTA). In this analysis, potential vibration levels resulting from construction of the Project were identified for off-site locations that are sensitive to vibration, including existing residences.

Construction activities that will occur at the Project Site have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagates through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City has not adopted policies or guidelines relative to groundborne vibration. Although the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the FTA and California Department of Transportation's (Caltrans) adopted vibration standards for buildings that are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[46]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;

[46] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation Related Earthborne Vibrations (Caltrans Experiences), February 2002.*

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table IV-16
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006; CAJA Environmental Services, 2011.

Table IV-16 identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that will operate at the Project Site during construction. As shown on Table IV-15, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

In terms of building damage, groundborne vibration generated by construction activities associated with the project would primarily affect the off-site structures that are directly proximate to the Project Site, which include the following:

- Hollywood High School: approximately 130 feet west of proposed Building A, across Highland Ave.

- Musicians Institute: approximately 65 feet northwest of proposed Building B, across Hawthorn Ave.
- First Baptist Church: approximately 80 feet southeast of proposed Building B, across Selma Ave.
- Multi-family housing: approximately 50 feet south of proposed Building B, across Selma Ave.
- Multi-family housing: approximately 100 feet southeast of proposed Building A, across Selma Ave.
- Multi-family housing: approximately 20 feet east of proposed Building A at 6753 Selma Ave.
- Musicians Choice Studio: approximately 75 feet south of proposed Building A, across Selma Ave

The greatest amount of groundborne vibration generated at the Project Site will occur during any demolition and the subsequent grading and excavation activities at the site.

For the purpose of conducting a conservative analysis, these off-site receptors are considered to be "non-engineered timber and masonry buildings." As shown on Table IV-15, the greatest levels of vibration from project construction activities would occur within 25 feet of the Project Site, where vibration levels could reach as high as 0.089 PPV per second as measured at 25 feet from the source of vibration (if large bulldozers and caisson drilling are used).

The closest sensitive receptor to the Project Site is located approximately 20 feet away (6753 Selma Avenue, adjacent to proposed Building A). To ensure this use does not exceed the VdB thresholds for residential uses, **Mitigation Measures 12-1** to **12-3**, listed above, provide regulations for construction equipment usage/timing. **Mitigation Measure 12-3** also calls for flexibility to the maximum extent possible so that small bulldozers and jackhammers are used in place of large bulldozers and caisson drilling for areas within 50 feet of the building at 6753 Selma Avenue. This would reduce the VdB generated to below FTA's 80 VdB thresholds for residences. The parcel adjacent to 6753 Selma Avenue has already been completely cleared of its previous development (2 residential buildings) so there would be no demolition activity for vibration.

The other sensitive land uses are located at least approximately 50 feet away. Thus, none of the other sensitive receptors closest to the Project Site will experience groundborne vibration in excess of the significance threshold. Therefore, no significant impacts related to this issue would occur.

In terms of human annoyance, Table IV-17 shows groundborne vibration levels that could occur at the previously identified sensitive receptors during construction at the Project Site.

Table IV-17
Approximate VdB at Nearest Off-Site Sensitive Uses from Project Construction

Sensitive Land Use	Approximate Distance to Project Buildings (feet)	Estimated Peak Vibration Levels (VdB)
Hollywood High School west of proposed Building A	130	<69
Musicians Institute northwest of proposed Building B	65	<76
First Baptist Church southeast of proposed Building B	80	<73
Multi-family housing south of proposed Building B	50	78
Multi-family housing southeast of proposed Building A	100	69
Multi-family housing east of proposed Building A	20	87
Musicians Choice Studio	75	73

Source: CAJA Environmental Services, 2011; Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.

As shown on Table IV-16, the vibration levels forecasted to occur at the off-site sensitive receptors during construction of the project would range from 69 VdB (or lower) at the Hollywood High School located west of proposed Building B to 78 VdB at the multi-family residential uses located to the south of proposed Building B. Because the vibration levels experienced by any of the sensitive receptors would not exceed the FTA's 83 VdB and 80 VdB thresholds for institutional uses and residences, respectively, the vibration level experienced at these previously identified sensitive uses would be less than significant.

Operation

The Project, as a mixed-use development consisting of 248 residential units and 12,785 square feet of commercial/retail land uses, would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site will not result in the increased use of these heavy-duty vehicles on the public roadways. Although refuse trucks will be used for the disposal of solid waste at the Project Site, these trips typically only occur once a week and would not be any different than those presently occurring at the Project Site for the existing uses. As such, vibration impacts associated with operation of the Project will be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category shown on Table IV-18, or any 5 dBA or greater noise increase.

Thus, based on the noise ranges shown on Table IV-18 for each land use and the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a significant impact would occur if noise levels associated with operation of the project would increase the ambient noise levels by 3 dBA CNEL at the locations of sensitive receptors where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

Table IV-18
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable [a]	Conditionally Acceptable [b]	Normally Unacceptable [c]	Clearly Unacceptable [d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*

[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Traffic Noise

Traffic generated by the Project would contribute to noise levels along the roadways used by the traffic. Traffic-generated noise for existing, project, and future conditions are shown on Table IV-19. Because the increase in roadway noise would not exceed the 3.0 dBA CNEL and 5.0 dBA CNEL thresholds at any of

the study roadway segments, the Project's traffic noise would not be substantial. Therefore, the Project impact associated with traffic noise will be less than significant.

Table IV-19
Traffic-Generated Noise Levels

Roadway Segment		Existing	Existing w/Project	Change	Future w/o Project	Future w/Project	Change
Highland	North of Franklin	72.7	72.7	0.0	73.3	73.6	0.3
	South of Franklin	73.7	73.8	0.0	74.6	74.6	0.1
Franklin	East of Highland	64.5	64.5	0.0	65.0	65.0	0.0
	West of Highland	NA	NA	NA	NA	NA	NA
Highland	North of Franklin Ave/Pl	74.6	74.6	0.0	75.7	75.7	0.0
	South of Franklin Ave/Pl	73.5	73.5	0.0	75.0	75.0	0.0
Franklin Ave/Pl	East of Highland	55.5	55.5	0.0	55.6	55.6	0.0
	West of Highland	70.8	70.8	0.0	70.9	70.9	0.0
La Brea	North of Hollywood	69.2	69.2	0.0	69.4	69.4	0.0
	South of Hollywood	68.9	68.9	0.0	69.3	69.3	0.0
Hollywood	East of La Brea	63.1	63.1	0.0	64.3	64.4	0.0
	West of La Brea	64.2	64.2	0.0	65.1	65.1	0.0
Highland	North of Hollywood	70.6	70.6	0.0	72.0	72.1	0.0
	South of Hollywood	70.8	70.9	0.0	72.2	72.3	0.0
Hollywood	East of Highland	67.1	67.1	0.0	68.6	68.6	0.0
	West of Highland	67.5	67.5	0.0	68.7	68.7	0.0
Las Palmas	North of Hollywood	61.4	61.4	0.0	61.7	61.7	0.0
	South of Hollywood	61.4	61.5	0.1	61.6	61.8	0.1
Hollywood	East of Las Palmas	63.6	63.6	0.0	65.4	65.4	0.0
	West of Las Palmas	63.4	63.4	0.0	65.2	65.2	0.0
Cahuenga	North of Hollywood	68.6	68.6	0.0	69.6	69.6	0.0
	South of Hollywood	68.5	68.5	0.0	69.4	69.4	0.0
Hollywood	East of Cahuenga	68.2	68.3	0.0	70.0	70.1	0.0
	West of Cahuenga	68.2	68.2	0.0	70.0	70.0	0.0
Highland	North of HHS/Selma	70.9	70.9	0.0	72.3	72.4	0.1
	South of HHS/Selma	70.9	70.9	0.0	72.3	72.4	0.1
HHS/Selma	East of Highland	56.4	57.8	1.4	59.6	60.3	0.7
	West of Highland	51.2	51.2	0.0	51.8	51.8	0.0
Cahuenga	North of Selma	68.4	68.5	0.0	69.4	69.4	0.1
	South of Selma	68.3	68.3	0.0	69.4	69.4	0.0
Selma	East of Cahuenga	61.1	61.3	0.1	64.0	64.0	0.1
	West of Cahuenga	61.3	61.5	0.3	64.0	64.2	0.1
Highland	North of Sunset	70.1	70.2	0.0	71.6	71.6	0.0
	South of Sunset	70.0	70.1	0.0	71.5	71.6	0.0
Sunset	East of Highland	70.5	70.5	0.0	71.9	71.9	0.0
	West of Highland	70.7	70.7	0.0	71.6	71.6	0.0
Cahuenga	North of Sunset	68.3	68.3	0.0	69.1	69.1	0.0
	South of Sunset	67.9	67.9	0.0	68.8	68.8	0.0
Sunset	East of Cahuenga	70.6	70.7	0.1	72.8	72.8	0.0
	West of Cahuenga	70.6	70.7	0.1	72.7	72.7	0.0

Source: CAJA Environmental Services, 2011. Modeling results are included in Appendix F.

Stationary Noise Sources

New stationary sources of noise, such as rooftop mechanical HVAC equipment would be installed at the proposed residential units. As discussed in response to Checklist Question 12(a), the design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. As such, the on-site equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses.

Thus, because the noise levels generated by the HVAC equipment serving the Project will not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. In addition, as discussed previously, the new HVAC equipment associated with the Project will not represent a new source of noise, as existing HVAC equipment currently operate for the existing Panavision Building and Musicians Institute at the Project Site. Therefore, this impact related to a permanent increase in ambient noise levels will be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The Project would generate construction noise and operational noise, from vehicles and stationary sources. However with **Mitigation Measures 12-1 to 12-10**, these temporary or periodic increases in ambient noise levels would be reduced to less than significance according to the *L.A. CEQA Thresholds Guide*.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Project will not expose people to excessive noise levels associated with airport uses. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site and no impact will occur.

13. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

Construction Impacts

Construction job opportunities created as a result of the Project are not be expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts will not result from construction of the Project. Therefore, construction-related population growth impacts will be less than significant.

Operational Impacts

The Project will involve the development of 248 dwelling units and 12,785 sf of retail. Employee generation is shown in Table IV-20 and population generation is shown in Table IV-21. It is estimated that the Project would generate an increase of approximately 533 residents and an increase of approximately 18 employees.

Table IV-20
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees
Project			
Commercial	12,785 sf	1.4 employees / 1,000 sf	18
		Total Increase in Employees	**18**

Note: sf = square feet
Source: LAUSD School Facilities Fee Plan, March 2, 2000.
Table: CAJA Environmental Services, October 2011.

Table IV-21
Project Estimated Population Generation

Land Use	Size	Population Generation Rates	Total Population
Project			
Residential	248 DU	2.15 persons / DU	533
		Total Increase in Population	**533**

Note: DU = dwelling unit
Persons per DU is 2.15 for Low Medium II, Medium, and High Densities
Source: Hollywood Community Plan Update (SCH: 2002041009), released March 2011.
Table: CAJA Environmental Services, October 2011.

Localized Growth Forecasts

Table IV-22 shows the Southern California Association of Government's (SCAG) planned growth in population, housing, and employment to 2030. The Project's 533 residents, 18 employees, and 248 new dwelling units would be well within SCAG estimates of growth. In addition, the housing would be designed for students and people in the surrounding area, and thus, the estimated increase in population would likely be less than estimated. The Project would result in a less than significant impact with respect to population, housing, and employment growth.

Table IV-22
Population, Housing and Employment for Hollywood Community Plan

	Population	Housing (DU)	Employment
Existing (2010)	224,426	100,600	100,980
SCAG 2030 Forecast	244,602	113,729	119,013
Change	+20,176	13,129	18,033

SCAG – Southern California Association of Governments
Source: Hollywood Community Plan Update (SCH: 2002041009), released March 2011. Table 4.2-2, with data from City of Los Angeles Planning Department, May 20, 2010.
Table: CAJA Environmental Services, October 2011.

Infrastructure Impacts

The Project Site is currently developed with existing buildings and paved parking and is located within a highly urbanized area in the Hollywood community of the City. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. As development of the Project would not induce substantial population growth and would be supported by the existing infrastructure, impacts will be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would not

result in the displacement of any existing housing units, although 10 multi-family residential units were previously located on the Project Site and were demolished prior to preparation of this IS/MND. In addition, these units had been vacant for some time. As the Project would add new housing units to the Project Site, and would not displace substantial numbers of existing housing, no impact will occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. The Project will not result in the displacement of any people. Therefore, no impact will occur.

14. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

i) Fire protection?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07, the maximum response distance between high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.[47]

The Project Site is served by Fire Station No. 27, located at 1327 North Cole Avenue. Fire Station No. 27 is the Battalion 5 Headquarters, containing a Task Force Truck and Engine Company, Paramedic Rescue Ambulance, EMT Rescue Ambulance, and a crew of 5. Fire Station No. 27 is located approximately 0.7 mile from the East Block and 0.83 mile from the West Block of the Project Site.

In addition, Fire Station No. 41, located at 1439 North Gardner Street would also serve the Project Site. Fire Station No. 41 is a single engine company with a crew of 7,[48] and is located approximately 1 mile

[47] *LAFD website: http://lafd.org/prevention/hydrants/division_9_fc.html*

[48] *Draft EIR for City of Los Angeles Hollywood Community Plan Update (SCH No. 1002041009)*

from the Project Site. Thus, the Project Site is located within the recommended response distance. Therefore, no impact with regard to response distance is anticipated.

Emergency vehicle access to the Project Site will continue to be provided from local and major roadways near the Project Site (i.e. Highland Avenue, Sunset Boulevard, and Hollywood Boulevard), as well as roadways adjacent to the Project Site (Hawthorn Avenue and Selma Avenue). All circulation improvement proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts related to emergency access would be less than significant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The quantity of water necessary for fire protection varies with the type of development, occupancy rates, life hazard, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing.[49]

The Project will require 6,000 gpm from four fire hydrants (each at 1,500 gpm) flowing simultaneously at a minimum residual water pressure of 20 psi. The four nearest hydrants around the block would supply the flow.[50] They are described as follows:[51]

- Fire Hydrant (ID 35923, size 4D, 8"inch main) on northwest corner Selma Ave. / McCadden Pl.
- Fire Hydrant (ID 35917, size 4D, 8" main) on northwest corner of Highland Ave. / Hawthorn Ave.
- Fire Hydrant (ID 35928, size 4D, 6" main) on northwest corner of Hawthorn Ave. / McCadden Pl.
- Fire Hydrant (ID 35942, size 4D, 8" main) on northwest corner of Selma Ave. / Las Palmas Ave.

As required prior to approval, the Project will submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the project area is sufficient. If it is not, then upgrades to the existing infrastructure would be necessary.

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[49] *LAMC Sec. 57.09.06, Fire Flow: http://lafd.org/prevention/hydrants/division_9_fc.html, September 30, 2011.*

[50] *Phone conversation with Inspector O'Connell (213-482-6504), LAFD, October 13, 2011, 8:04 AM*

[51] *Navigate LA, City of Los Angeles, Bureau of Engineering, DWP (Fire Hydrants) Layer: http://navigatela.lacity.org/index01.cfm*

Overall, the Project will not generate the need for, or cause the construction of, new or expanded fire protection facilities, due to an increase of approximately 533 residents and 18 employees. To ensure that fire protection services are adequate within the proposed buildings and around the Project Site, **Mitigation Measure 14-1 is** recommended to reduce potential impacts on fire protection services to less than significant. These measures allow the LAFD to ensure that the Project will not increase demand on the fire department to the extent that a new or significantly expanded facility is needed, the construction of which would cause a significant impact on the environment.

Mitigation Measures

14-1 Public Services (Fire)

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

ii) Police protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Hollywood Community Police Station, located at 1358 North Wilcox Avenue, approximately 0.75 mile driving distance from the Center Block portion of the Project Site. The Hollywood Community Police Station is under the jurisdiction of the West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Wilshire, West Los Angeles, and Pacific areas. The Hollywood Community Police Station service area encompasses approximately 300,000 residents in approximately 17.2 square miles.[52]

[52] *City of Los Angeles Police Department, Hollywood Community Police Station, About Hollywood, website: http://www.lapdonline.org/hollywood_community_police_station/content_basic_view/1665, October 3, 2011*

Each police station area is divided into smaller Reporting Districts (RD). The Project Site is within RD 646[53], which is bounded by Hollywood Boulevard to the north, Sunset Boulevard and Fountain Avenue to the south, Vine Street to the east, and Highland Avenue to the west. Crime statistics are shown in Table IV-23.

Table IV-23
Reported Crimes in the Hollywood Area and Citywide

Crime	Hollywood[1]			Citywide[2]		
	YTD 2011	YTD 2010	% Change	YTD 2011	YTD 2010	% Change
Homicide	4	10	-60	219	229	-4
Rape	42	42	0	512	632	-19
Robbery	341	404	-16	7,573	8,335	-9
Aggravated Assaults	318	261	+22	6,783	7,186	-6
Violent Total	**705**	**717**	**-2**	**15,087**	**16,382**	**-8**
Burglary	378	356	+6	12,449	12,751	-2
Grand Theft Auto	364	422	-14	11,442	12,628	-9
Burglary from Vehicle	1,093	982	+11	18,775	21,047	-11
Personal/Other Theft	1,259	1,235	+2	20,001	20,429	-2
Property Total	**3,094**	**2,995**	**+3**	**62,677**	**66,855**	**-6**
Crime Total	***3,799***	***3,712***	***+2***	***77,764***	***83,237***	***-7***

YTD refers to January through the week ending October 1 of that year.
Percentages in red (if shown in color) and with a "+" (if shown in black/white) show an increase in YTD crime compared to 2010.
[1] *http://www.lapdonline.org/assets/pdf/hrbprof.pdf, October 5, 2011.*
[2] *http://www.lapdonline.org/assets/pdf/cityprof.pdf, October 5, 2011.*
Table: CAJA Environmental Services, October 2011.

Construction Impacts

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious. Deployment of roving security

[53] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 1600 McCadden and 1600 Highland, website: http://zimas.lacity.org/, October 3, 2011.*

guards is also an effective strategy in preventing problems from developing. The project applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services (see **Mitigation Measure 14-2**). This measure would reduce potential construction impacts on police protection services to less than significant.

Operational Impacts

Development of the Project will include construction of two new residential buildings as well as commercial uses. As such, the Project could potentially increase in the number of police service calls due to an increase in onsite residents, employees and customers. The potential for crime can be reduced with site specific designs and features (see **Mitigation Measure 14-3**).

The Project will include standard security measures such as adequate security lighting and secure parking facilities. Although the Project will not require the construction of a new or expanded police station, **Mitigation Measures 14-2** and **14-3** would ensure that impacts associated with police services remain less than significant.

Mitigation Measures

14-2 Public Services (Police – Demolition/Construction Sites)
Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

14-3 Public Services (Police)

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

iii) Schools?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities. The Project Site is served by the City of Los Angeles Unified School District (LAUSD) schools shown in Table IV-24.

Table IV-24
LAUSD Schools

Name	Location	2011-12 Enrollment[1]	Capacity	Over (+)/ Under (-)
Selma Elementary (K-6)	6611 Selma Avenue	232	311	-79
Bancroft Middle (7-8)	929 North Las Palmas Avenue	856	1,542	-686
Hollywood High (9-12)	1521 North Highland	1,280	1,847	-567

Source: Correspondence with LAUSD, Facilities Services Division, April 4, 2012.
[1]Total number of students in school's attendance area who are eligible to attend.
Table by CAJA Environmental Services, June 2012.

As shown on Table IV-25, development of the Project would generate an increase of approximately 51 elementary, 25 middle, and 25 high school students, for a total increase of approximately 101 students.

Table IV-25
Project Estimated Student Generation

Land Use	Size	Elementary[1]	Middle[2]	High[3]	Total
Multi-Family	248 DU	51	25	25	101
Total		**51**	**25**	**25**	**101**

Note: sf = square feet; the totals have been rounded to the nearest whole number.
[1]Elementary: 0.2042 stu/du
[2]Middle: 0.0988 stu/DU
[3]High: 0.0995 stu/DU
Source (rates): LAUSD, Student Generation Rate Calculation, August 2006.
Table: CAJA Environmental Services, October 2011.

To be conservative, this analysis assumed that all students generated by the Project will be new to LAUSD. As such, the Project will introduce approximately 101 new students (total of elementary, middle, and high schools) to the school district, which does not constitute a substantial increase in student populations to the area that would necessitate construction of a new or expanded school facility. Specifically, each of the schools that would serve the Project will have adequate capacity to accommodate the increase in new students, as shown in Table IV-24.

The Project Site is in close proximity to Hollywood High School. Construction activities may have the potential to impact the normal operation of the school, including bus routes and pedestrian walkways. **Mitigation Measure 14-4** would ensure that these potential impacts are reduced to a less than significant level.

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school

facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees at a rate of $0.47 per square foot of chargeable and enclosed space (commercial/industrial) and $3.87 per square foot of assessable space (residential), effective October 23, 2010 through October 22, 2011. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA.

Mitigation Measures 14-4 and **14-5** would reduce potential impacts to schools to less than significant. The Project will not increase demand on schools to the extent that a new or significantly expanded facility is needed.

Mitigation Measures

14-4 Public Services (Construction Activity Near Schools)

- The developer and contractors shall maintain ongoing contact with administrator of Hollywood High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

14-5 Public Services (Schools)

The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

iv) Parks?

Potentially Significant Unless Mitigation Incorporated. A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. A half-mile radius is the standard service radius for neighborhood parks; a two-mile radius is the standard service radius for community parks.[54] Table IV-26 shows the parks and recreation centers that are located nearby the Project Site according to LADRP's facility locator and written correspondence with the LADRP.

Table IV-26
Los Angeles Parks and Recreation Center

Name	Address	Size (acres)	Features
Neighborhood Parks (less than 10 acres) within 1 mile radius of the Project Site			
Selma Park	6567 Selma Ave.	0.22	Pocket Park, playground
Yucca Park/Community Center	6671 Yucca St.	0.097	Barbecue pits, basketball, playground, handball, picnic tables, soccer field
De Longpre Park	1350 N. Cherokee Ave.	1.37	Pocket Park, playground
Smith (Dorothy & Benjamin) Park	7020 Franklin Ave.	0.49	Pocket Park
Hollywood Recreation Center	1122 Cole Ave.	3.12	Auditorium, basketball, playground, community room
Las Palmas Recreation Senior Recreation Center	1820 Las Palmas	1.14	Auditorium, community room
Community Parks (between 10 and 20 acres) within 2 miles of the Project Site			
Pan Pacific Park Recreation Center	7600 Beverly Blvd.	32.18	Auditorium, barbecue pits, baseball, basketball), playground, indoor gym, picnic tables
Wattles Garden Park	1824 Curson Ave.	47.58	Community Garden, Japanese Garden, hiking, tea house
Regional Parks (greater than 50 acres) within 2 miles of the Project Site			
Runyon Canyon Park	2000 Fuller Ave.	136.76	Hiking Trails

Source: Los Angeles Department of Recreation and Parks facility locator website: http://www.laparks.org/dos/parks/parks.htm
Written correspondence with Melinda Gejer and Jon Mukri, LADRP, November 2011.
Table: CAJA Environmental Services, November 2011.

[54] *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Chapter 2.14: Recreation and Open Space, January 19, 1995, page 2.14-2.*

The Public Recreation Plan, a section of the General Plan's Service Systems Element, lists standards for the provision of recreational facilities throughout the City. The City's standard ratio of neighborhood and community parks to population is four acres per 1,000 people, per the Public Recreation Plan. The current ratio of neighborhood and community parks in the Hollywood Community Plan area is 0.41 acres per 1,000 people and the parks in the area are heavily utilized.[55]

The Project will generate 533 residents and 18 employees. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use parks or recreation centers near their homes during non-work hours.

The Project would include 26,863 square feet of open space including common and private open spaces, pools, exercise facilities, and community space, which will be available for Project residents if they choose, rather than visiting nearby parks.

According to the standards provided above, the 533 new residents would require 2.1 acres to maintain the standard of 4 acres per 1,000 people. The City requires developers to dedicate parkland or pay fees in lieu of parkland dedication. If the proposed onsite open space and recreation facilities do not fully satisfy the above requirements, the developer would be required to pay Recreation and Park Fees to the City to satisfy the balance of its obligations (as **Mitigation Measure 14-6**). Therefore, with implementation of Mitigation Measure 14-6, impacts to parks and recreation centers would be less than significant.

Mitigation Measure

14-6 Recreation (Increased Demand for Parks or Recreational Facilities)

Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

v) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the project site.

The City of Los Angeles Public Library (LAPL) provides library services throughout the City. Table IV-27 describes the two libraries that would serve the Project. There are no plans to increase the size of these libraries or add new libraries in the area.

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[55] *Written correspondence with Melinda Gejer and Jon Mukri, Los Angeles Department of Recreation and Parks, November 2011.*

Table IV-27
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection/ Circulation	Current/Future Service	Staff
Will and Ariel Durant Branch	2820 W. 6th Street	12,500	52,031 209,772	36,415 (2010) 37,397 (2020)	10
Goldwyn Hollywood Regional	1623 N. Ivar Avenue	19,000	87,259 123,539	91,980 (2010) 94,494 (2020)	8

Source: Joseph Molles (jmolles@lapl.org) on behalf of Cheryl Collins (ccollins@lapl.org), LAPL, email October 3, 2011.
Table: CAJA Environmental Services, October 2011.

The Project will generate a net increase of approximately 533 residents and 18 employees. However, employees of commercial development do not typically frequent libraries during work hours, but are more likely to use libraries near their homes during non-work hours. The two libraries (Durant and Hollywood) are planned to serve an increased population of 3,500 through 2020. The additional 533 residents will therefore be accommodated within the planned increase. Thus, impacts to library service will be less than significant.

15. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities.

The Project will generate 533 residents and 18 employees. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use parks or recreation centers near their homes during non-work hours.

The Project will include 26,863 square feet of open space including common and private open spaces, pools, exercise facilities, and community space, which will be available for project residents if they choose, rather than visiting nearby parks. While the increased residents may lead to physical deterioration of facilities or accelerate deterioration, the payment of Recreation and Park Fees will be used to offset the increased demand and provide a fund for future recreational facilities provided by the LADRP. Therefore, impacts will be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.

The Project will generate 533 residents and 18 employees. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use parks or recreation centers near their homes during non-work hours.

The Project will include 26,863 square feet of open space including pools, exercise facilities and community space, which would be available for project residents if they choose, rather than visiting nearby parks. While the increased residents may require the construction or expansion of recreation facilities, the payment of Recreation and Park Fees would be used to offset the increased demand and provide a fund for future recreational facilities provided by the LADRP. Therefore, impacts will be less than significant.

16. TRANSPORTATION AND TRAFFIC

The following analysis is based on the following:

- Transportation Study for the Highland Selma Venture Mixed-Use Project, prepared by Gibson Transportation Consulting, Inc, dated November 2011 (Appendix H-1 to this IS/MND);
- Traffic Study Addendum for the Highland Selma Venture Mixed-Use Project, prepared by Gibson Transportation Consulting, Inc, dated February 28, 2012 (Appendix H-2 to this IS/MND); and
- Traffic Assessment for a Proposed Mixed-Use Project at 1610 North Highland Avenue, prepared by LADOT, dated March 16, 2012 (Appendix H-3 to this IS/MND).

Methodology

This traffic study follows LADOT's *Traffic Study Policies and Procedures* (December 2010), which establishes the guidelines for determining the appropriate traffic analysis for the project, analysis methodologies, significance thresholds, etc. The scope of analysis for this study was developed in consultation with LADOT staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated September 15, 2011, which was reviewed and approved by LADOT (the MOU is an appendix to the Transportation Study in Appendix H to this IS/MND).

The traffic impact study evaluates the potential for impacts caused by the project on the street system surrounding the Project Site. Consistent with *Traffic Study Policies and Procedures,* the following conditions are analyzed for the project:

- Existing Conditions (2011) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions and the basis for the Existing Plus Project analysis. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes, and current operating conditions.

Intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in 2010 and 2011. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in 2011.

- Existing Plus Project Conditions (2011) –CEQA and LADOT require an evaluation of project traffic impacts on the existing environment as part of traffic impact analyses. This analysis evaluates the potential project-related traffic impacts as compared to existing conditions.

- Future Base Conditions (2014) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the vicinity of the Project Site by year 2014. The Future without Project traffic conditions are projected by adding ambient traffic growth and traffic from related projects to existing conditions. This analysis provides the baseline conditions by which project impacts are evaluated at full buildout.

- Future Plus Project Conditions (2014) – This analysis identifies the potential incremental impacts of the project at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the net project-generated traffic to the Future without Project traffic forecasts (year 2014).

Intersection Level of Service Methodology

As required by LADOT, the study intersections were evaluated using the Critical Movement Analysis (CMA) methodology, which determines volume-to-capacity (V/C) ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. LOS is a qualitative measure used to describe the traffic flow conditions.

Table IV-28
Level of Service Definitions for Signalized Intersections

LOS	V/C Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.

Table IV-28
Level of Service Definitions for Signalized Intersections

LOS	V/C Ratio	Definition
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011.

Table IV-28 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. All of the analyzed intersections are currently controlled by traffic signals. The CMA calculation worksheets developed by LADOT were used to implement the CMA methodology at the analyzed intersections.

Computer Traffic Signal Control

The Automated Traffic Surveillance and Control (ATSAC) system provides real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network.

The City of Los Angeles' ATCS and ATSAC controls all of the 10 study intersections. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATCS and ATSAC control at these intersections.

Impact Criteria and Significance Thresholds

The significance of the potential impacts of project-generated traffic at each study intersection was identified using criteria identified in *Traffic Study Policies and Procedures (LADOT, December 2010).*

According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by a Project, a significant transportation impact is determined based on the criteria presented in Table IV-29.

The relative impact of the added traffic volumes to be generated by the project was evaluated based on analysis of operating conditions at the study intersections, with and without the project. As required by *Traffic Study Policies and Procedures,* the project's impacts were evaluated against the Existing (2011) and Future (2014) traffic conditions.

Table IV-29
LADOT Intersection Significance Thresholds

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio equal to or greater than
LOS	V/C Ratio	
C	0.701 - 0.800	0.04
D	0.801 - 0.900	0.02
E or F	> 0.900	0.01

Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011.

Congestion Management Program Threshold

The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

The operating conditions analysis at all CMP arterial and freeway monitoring stations that may be impacted by the project has been performed in accordance with the TIA guidelines referenced in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority [Metro], 2010).

Existing Conditions

The study area includes a geographic area approximately 0.5 miles (north-south) by approximately 1 mile (east-west). This study area was established in consultation with LADOT and by reviewing the existing intersection/corridor operations, project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips, and the potential impacts of project traffic.

A traffic analysis study area generally comprises those locations with the greatest potential to experience significant traffic impacts due to the project as defined by the lead agency. In the traffic engineering practice, a study area generally includes those intersections that are:

1. Immediately adjacent or in close proximity to the Project Site.

2. In the vicinity of the Project Site that are documented to have current or projected future adverse operational issues.

3. In the vicinity of the Project Site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The project study area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the study area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the study area by reviewing the Project traffic's travel patterns.

A total of 10 signalized intersections (see Figure IV-13) in the study area were identified during the MOU and review process:

1. Highland Avenue & Franklin Avenue

2. Highland Avenue & Franklin Avenue/Franklin Place

3. La Brea Avenue & Sunset Boulevard

4. Highland Avenue & Hollywood Boulevard

5. Las Palmas Avenue & Hollywood Boulevard

6. Cahuenga Boulevard & Hollywood Boulevard

7. Highland Avenue & Selma Avenue/Hollywood High School Entrance

8. Cahuenga Boulevard & Selma Avenue

9. Highland Avenue & Sunset Boulevard

10. Cahuenga Boulevard & Sunset Boulevard

Existing Street System

The existing street system in the study area consists of a regional roadway system including principal and secondary arterials and collector and local streets. The secondary arterials, collectors, and selected local

streets in the study area offer sub-regional and local access and circulation opportunities and generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the principal and secondary arterials, collector, and local streets.

Primary regional access to the Project Site is provided by US 101 (the Hollywood Freeway), which runs generally southeast-northwest in the study area approximately one mile to the northeast. Access to and from US 101 is available via interchanges at Highland Avenue, Cahuenga Boulevard, Franklin Avenue/Vine Street, Gower Street, Hollywood Boulevard, and Sunset Boulevard. The major arterials providing regional and sub-regional access to the Project vicinity include Hollywood Boulevard, Sunset Boulevard, La Brea Avenue, Highland Avenue, and Cahuenga Boulevard. The existing lane configurations at the analyzed intersections are provided in Figure IV-14.

The following is a brief description of the major streets in the study area:

La Brea Avenue – La Brea Avenue is a designated Modified Major Highway Class II south of Hollywood Boulevard and a Modified Secondary Highway north of Hollywood Boulevard that runs north-south along the west side of the study area. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 30 mph.

Highland Avenue – Highland Avenue is a designated Modified Major Highway Class II that runs north-south along the west side of the Project Site. It provides six travel lanes and left-turn lanes at intersections. It provides both local and regional access to the Project Site. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 35 to 45 mph.

Cahuenga Boulevard – Cahuenga Boulevard is a designated Modified Secondary Highway that runs north-south and is located to the east of the Project Site. It provides four travel lanes, two in each direction. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 30 mph.

Franklin Avenue – Franklin Avenue is a designated Modified Secondary Highway that runs east-west and is located to the north of the Project Site. It provides four travel lanes, two in each direction west of Highland Avenue and two travel lanes, one in each direction east of Highland Avenue. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 35 mph.

Hollywood Boulevard – Hollywood Boulevard is a designated Modified Major Highway Class II that runs east-west and is located to the north of the Project Site. It provides four travel lanes, two in each direction, and left-turn lanes at intersections. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 25 to 35 mph.

Sunset Boulevard – Sunset Boulevard is a designated Modified Major Highway Class II that runs east-west and is located to the south of the Project Site. It provides six travel lanes, three in each direction, and left-turn lanes at intersections. Parking restrictions vary on both sides of the street in the study area. The posted speed limit is 35 mph.

Existing Transit System

Both bus and Metro rail transit service are available as part of the public transit system in the study area. Bus transit providers in the region providing service in the study area include Metro, LADOT Downtown Area Shuttle (DASH), and the West Hollywood City Line. The Metro bus system provides 11 bus lines in the form of both rapid and local bus service as well as one subway line in the Study Area. The LADOT DASH system and West Hollywood City Line also provide local bus transit service in the area.

Figure IV-15 illustrates the existing transit service in the study area. The following provides a brief description of the bus lines providing service in Project vicinity:

Metro Local 2 – Route 2 is a local line that travels from Downtown Los Angeles to Pacific Palisades, with average headways of nine minutes in the weekday morning and afternoon peak hours. This line provides service to The Grove, the Washington/Fairfax Transit Hub, and UCLA. It travels along Sunset Boulevard in the vicinity of the Project Site.

Metro Local 4 – Route 4 is a local line that travels from West Los Angeles to Downtown Los Angeles, with average headways of 10 minutes in the weekday morning and afternoon peak hours. This provides service to St. John's Hospital, UCLA Medical Center, and Los Angeles College. It travels along Santa Monica Boulevard in the vicinity of the Project Site.

Metro Local 156 – Route 156 is a local line that travels from Van Nuys to Hollywood with average headways of 30 minutes in the weekday morning and afternoon peak hours. This line provides service to the Van Nuys Metrolink Station, Hollywood Bowl, and the Hollywood/Highland Red Line Station. It travels along Highland Avenue in the vicinity of the Project Site.

Metro Local 210 – Route 210 is a local line that travels from Hollywood to Redondo Beach with average headways of 15 minutes in the weekday morning in the morning and afternoon peak hours. This line provides service to the South Bay Galleria Transit Center, Crenshaw Green Line Station, Baldwin Hills Crenshaw Plaza, and Hollywood/Vine Red Line Station. It travels along Vine Street in the vicinity of the Project Site.

Metro Local 212 – Route 212 is a local line that travels from Hollywood to Hawthorn with average headways of 20 minutes in the weekday morning and afternoon peak hours. This line provides service to the Hollywood/Highland Red Line Station, The Forum, and the Hawthorn Green Line Station. It travels along La Brea Avenue in the vicinity of the Project Site.

Metro Local 217 – Route 217 is a local line that travels from Los Feliz to Hollywood with average headways of 19 minutes in the weekday morning peak period and 14 minutes in the weekday afternoon peak period. This line provides service to The Grove, the Washington/Fairfax Transit Hub, and the Children's Hospital and Hollywood Presbyterian Medical Center. It travels long Hollywood Boulevard in the vicinity of the Project Site.

Metro Local 302 – Route 302 is local and limited service line that travels from downtown Los Angeles to Pacific Palisades with average headways of 13 minutes in the weekday morning and afternoon peak hours. This line provides service to The Grove, the Washington/Fairfax Transit Hub and UCLA. It travels along Sunset Boulevard in the vicinity of the Project Site.

Metro Local 312 – Route 312 is a local and limited service line that travels from Hollywood to Hawthorn with average headways of 30 minutes in the weekday morning and afternoon peak hours. This line provides service to the Hollywood/Highland Red Line Station, The Forum, and the Hawthorn Green Line Station. It travels along La Brea Avenue in the vicinity of the Project Site.

Metro Shuttle 656 – Route 656 is an "Owl Service" line that travels from Van Nuys to Hollywood and does not travel during peak hours. This line provides service to the North Hollywood Red and Orange Line Stations, the Valley College Orange Line Station, and the Hollywood/Highland Red Line Station. It travels along Highland Avenue in the vicinity of the Project Site.

Metro Rapid 704 – Route 704 is a rapid line that travels from Santa Monica to Downtown Los Angeles, with average headways of 12 minutes in the weekday morning and afternoon peak hours. This line provides service to St. John's Hospital, UCLA Medical Center, LA City College, and Union Station. It travels along Santa Monica Boulevard in the vicinity of the Project Site.

Metro Rapid 780 – Route 780 is a rapid line that travels from mid-city Los Angeles to Pasadena with average headways of 13 minutes in the weekday morning and afternoon peak hours. This line provides service to Pasadena City College, the Glendale Transportation Center, and the Washington/Fairfax Transit Hub. It travels along Hollywood Boulevard in the vicinity of the Project Site.

LADOT DASH Hollywood (H) – Route H is a local line that travels around Hollywood in a clockwise and counter-clockwise manner with average headways of 30 minutes in the weekday morning and afternoon peak hours. This line provides service to the Children's Hospital and Hollywood Presbyterian Hospital, the Greyhound Bus Station, and the Hollywood/Highland Metro Red Line Station. It travels along Franklin Avenue, Whitley Street, Hollywood Boulevard, Argyle Avenue, Sunset Boulevard and Fountain Avenue in the vicinity of the Project Site.

LADOT DASH Hollywood/Wilshire (HW) – Route HW is a local line that travels from the Wilshire/Western Metro Purple Line Station to the Hollywood/Vine Metro Red Line Station with average headways of 25 minutes in the morning and afternoon peak hours. This line provides service to the

Wiltern Theater, Paramount Studios, Hollywood Palladium, and Pantages Theater. It travels along Gower Street, Sunset Boulevard, Hollywood Boulevard, and Argyle Avenue in the vicinity of the Project Site.

West Hollywood City Line A/B (WHA/WHB) – Route WHA is a local line that travels from Cedars-Sinai Medical Center to the Gateway Center with average headways of 60 minutes in the weekday morning peak period and 45 minutes in the weekday afternoon peak period. This line provides service to

the Pacific Design Center, West Hollywood City Hall, and Warner Hollywood Studios. It travels along Gardner Street, Fountain Avenue, and Santa Monica Boulevard in the vicinity of the Project Site.

In addition to the bus lines that currently serve the Project Site vicinity, the Metro Red Line operates in the Study Area. The Metro Red Line runs north-south between North Hollywood and downtown Los Angeles, connecting with the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line in downtown Los Angeles, the Metro Gold Line at Union Station to the east of the Project Site, and the Metro Orange Line in North Hollywood to the north of the Project Site.

The Hollywood/Highland Metro Red Line station is located less than one-quarter mile from the Project Site. The Metro Purple Line operates between Union Station in downtown Los Angeles and Wilshire Boulevard & Western Avenue in the Koreatown neighborhood.

The Metro Blue Line operates between downtown Los Angeles and Long Beach. The Metro Gold Line operates between downtown Los Angeles and Pasadena and between downtown Los Angeles and East Los Angeles.

The Metro Orange Line is a bus rapid transit (BRT) service that operates between Warner Center and North Hollywood. The Metro Red Line has average headway of 10 minutes during weekday morning and afternoon peak periods.

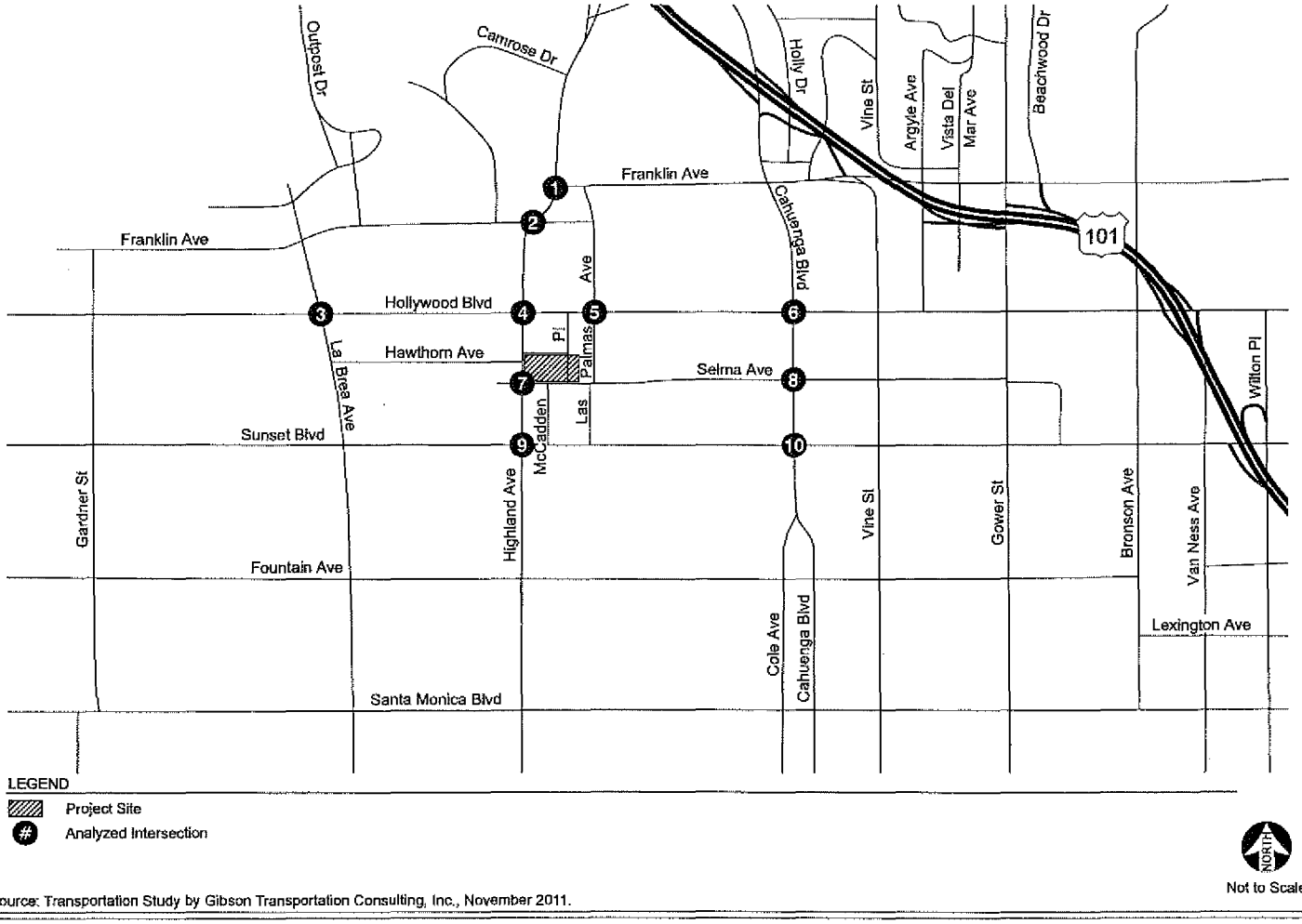
Existing Traffic Volumes and LOS

Intersection turning movement counts during the typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) commuter peak periods were conducted at seven of the 10 study intersections on September 20, 2011. The counts at the remaining three study intersections were conducted on April 15, 2010. The year 2010 manual traffic count data were increased by an annual growth factor 1% per year to reflect year 2011 existing traffic volumes. Thus, the existing traffic volumes that are utilized in this analysis (i.e., traffic volume figures, LOS calculations, etc.) reflect year 2011 existing conditions. The existing intersection traffic volumes can be found in Figure IV-16.

It should be noted that local schools (including the adjacent Hollywood High School) were in session and the existing office building and trade school were in operation at the time the traffic counts were conducted.

The traffic volumes were analyzed using the CMA methodology described above to determine the existing operating conditions at the analyzed intersections. The calculation is expressed in a V/C ratio for critical movements where the volumes at the intersection are compared to the capacity of the intersection.

~~CPC-2011-2157-ZC-HD-CU-ZV-SPR~~
EXHIBIT C

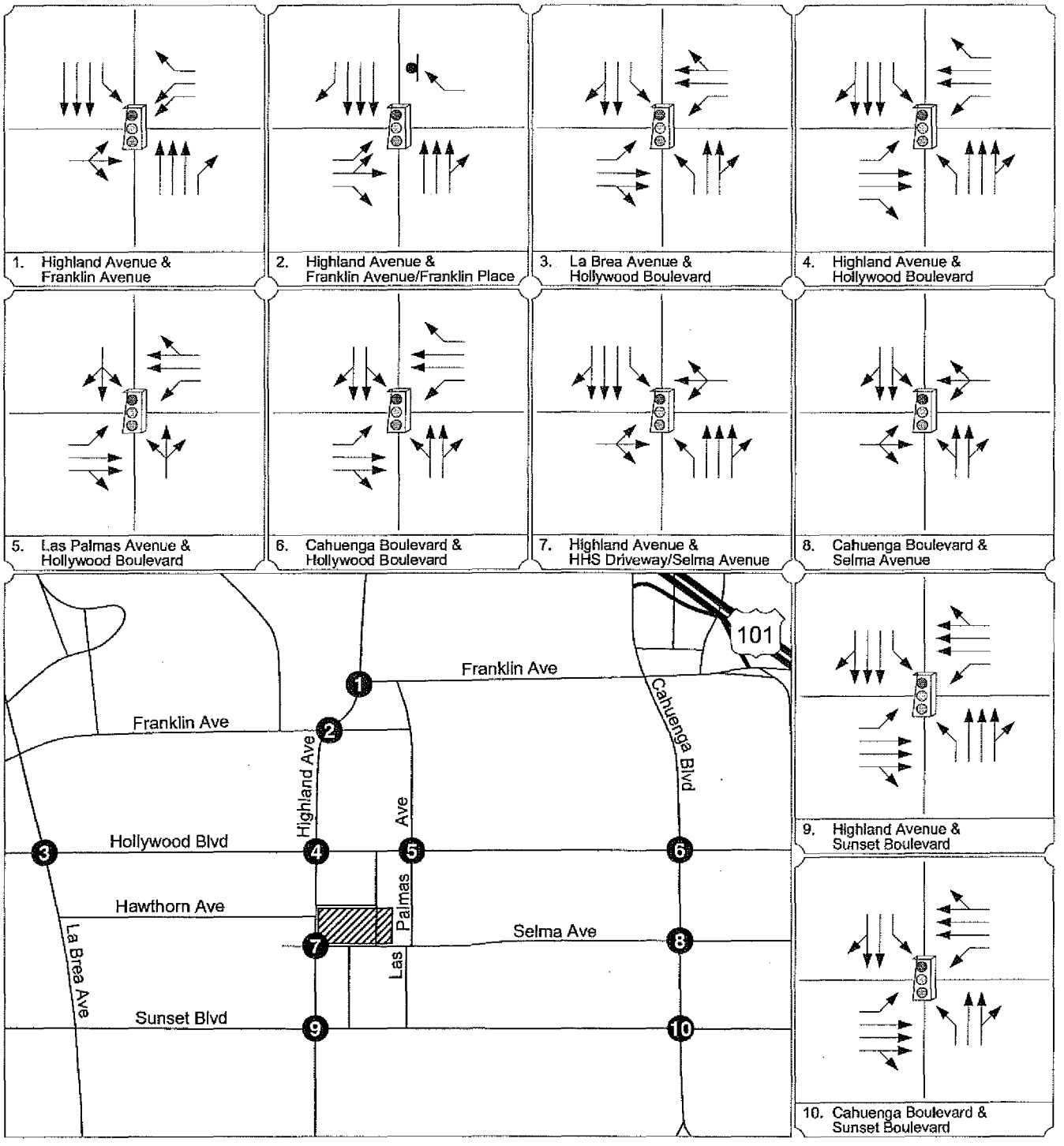


Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-13
Study Area and Location of Analyzed Intersections

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LEGEND

- Project Site
- # Analyzed Intersection
- Traffic Signal
- Stop Sign

Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

NORTH

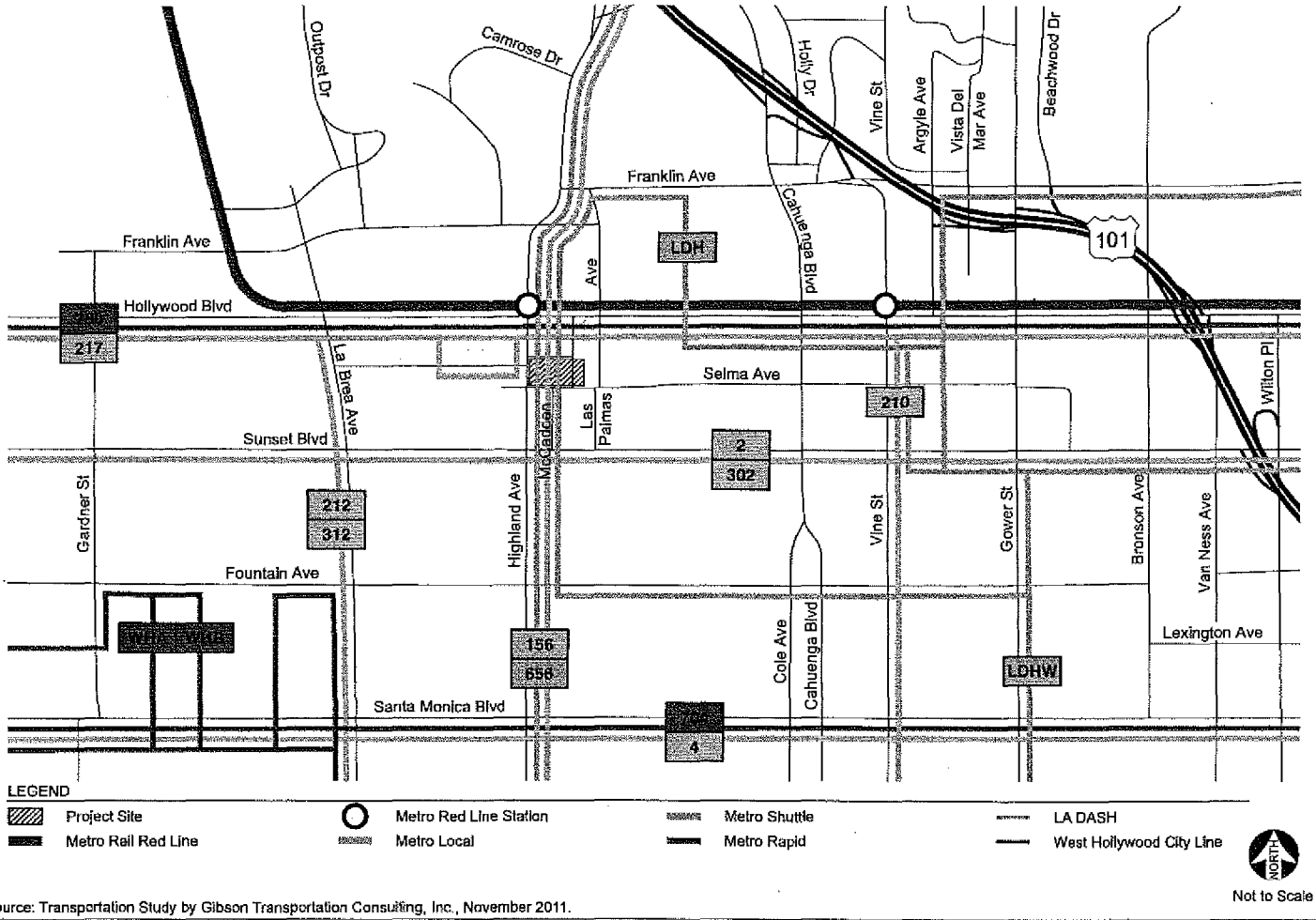
Not to Scale

CAJA Environmental Services, LLC

Figure IV-14
Existing Configurations

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~~CPC-2011-2157-ZC-HD-CU-ZV-SPR~~
EXHIBIT C



Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-15
Existing Transit Service

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Table IV-30 summarizes the existing weekday morning and afternoon peak hour V/C ratio and the corresponding LOS for each of the analyzed intersections. Five of the 10 analyzed intersections operate at LOS D or better under Existing conditions. The following intersections operate at LOS F during both peak periods:

- Highland Avenue & Franklin Avenue,
- Highland Avenue & Franklin Avenue/Franklin Place, and
- La Brea Avenue & Hollywood Boulevard.

The following intersection operates at LOS E during the AM peak hour and at an acceptable LOS D during the PM peak hour:

- Highland Avenue & Hollywood Boulevard, and
- Highland Avenue & Sunset Boulevard.

Table IV-30
Existing (Year 2011) Signalized Intersection Peak Hour LOS

No.	Intersection	Peak Hour	Existing	
			V/C	LOS
1[a]	Highland Avenue Franklin Avenue	AM PM	1.101 1.111	F F
2[a]	Highland Avenue Franklin Avenue/Franklin Place	AM PM	1.175 1.422	F F
3[a]	La Brea Hollywood Boulevard	AM PM	1.221 1.118	F F
4[a]	Highland Avenue Hollywood Boulevard	AM PM	0.989 0.840	E D
5	Las Palmas Avenue Hollywood Boulevard	AM PM	0.387 0.439	A A
6	Cahuenga Boulevard Hollywood Boulevard	AM PM	0.749 0.627	C B
7	Highland Avenue Selma Avenue/Hollywood High School driveway	AM PM	0.425 0.431	A A
8	Cahuenga Boulevard Selma Avenue	AM PM	0.459 0.447	A A
9	Highland Avenue Sunset Boulevard	AM PM	0.947 0.857	E D
10	Cahuenga Boulevard Sunset Boulevard	AM PM	0.763 0.635	C B

Table IV-30
Existing (Year 2011) Signalized Intersection Peak Hour LOS

No.	Intersection	Peak Hour	Existing	
			V/C	LOS

[a] *Capacity at this intersection was reduced to 1100 to emulate existing field-observed conditions.*
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011

Future *Without* Project Traffic Conditions

In order to develop the Future Base traffic conditions (Year 2014), the existing traffic volumes were factored upward by a compounded 1% annual ambient growth rate to approximate future traffic volumes. In addition to this ambient growth, background and other related projects/cumulative development traffic must also be added to estimate the Future Base (2014) traffic conditions.

CEQA Guidelines Regarding Future Traffic Conditions

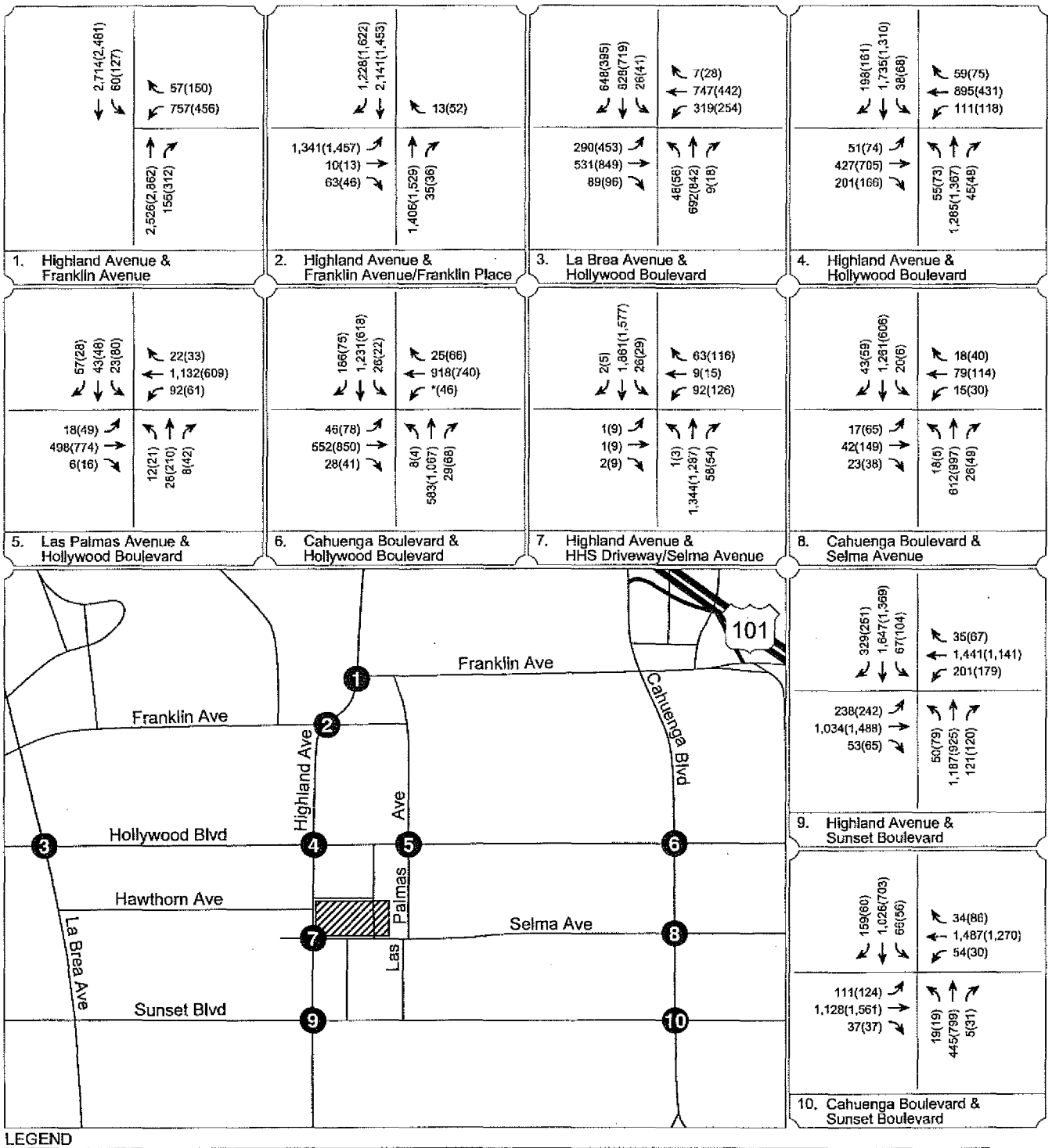
The forecast of Future without Project conditions was prepared in accordance with procedures outlined in Section 15130 of CEQA Guidelines which provides two options for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historical trends and the City of Los Angeles guidelines and procedures, an ambient growth factor of 1% per year compounding was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the year 2014. The total adjustment applied over the three-year period between 2011 and 2014 was therefore 3.12%.



Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-16
Existing (Year 2011) Peak Hour Traffic Volumes

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Related Projects

In accordance with the CEQA requirements in *Guidelines*, this study considers the effects of the project in relation to other developments either proposed, approved, or under construction in the study area. These development proposals (called related projects) are expected to be implemented in the vicinity of the site prior to the buildout date of the project. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was obtained from information provided by the Department of City Planning and LADOT. The related projects located within a two-mile radius of the Project Site are detailed in Table IV-31. The locations of these related projects are shown in Figure IV-17, while Figure IV-18 depicts the traffic volumes associated with these projects at the study intersections.

It should be noted that the Paramount Master Plan project is within a two-mile radius of the project, but has an anticipated buildout year of 2038. Thus, substantial construction of the Paramount project will not be completed by the year 2015, which is the buildout year of the project. Similarly, the NBC Universal project has an anticipated buildout year of 2030; thus, substantial construction will not be completed by the year 2015, which is the buildout year of the Project. As such, although listed in Table IV-31, these projects are not anticipated to generate traffic before buildout of the Project.

The development of estimated traffic volumes added to the study area as a result of related projects involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation

Trip generation estimates for the related projects were provided by LADOT and were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). The related projects are expected to generate approximately 116,695 daily trips on a typical weekday, including 9,444 AM peak hour trips and 12,212 PM peak hour trips. These projections are conservative in that they do not in every case account for either the existing uses to be subtracted or likely use of other travel modes (transit, walk, etc.).

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment

The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described immediately above. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2015. These volumes represent the Future without Project conditions (i.e., cumulative traffic volumes, ambient traffic growth, and related project traffic growth). The resulting Future without Project peak hour traffic volumes are illustrated in Figure IV-19.

Future Roadway Improvements

Based on discussions with the City of Los Angeles traffic engineer, there are no future roadway improvements (either programmed improvements or other mitigation for other recently approved developments) in the study area that are anticipated to be fully funded and constructed prior to the buildout of the project (i.e., 2015). Thus, no future roadway improvements were included as part of the future conditions analyses.

Table IV-31
Related Projects Summary

No.	Name [1]	Location	Use	Size	Units	Net ADT	Net AM Peak	Net PM Peak
1	Hollywood/Garfield Mixed Use	5555 W. Hollywood Blvd.	Residential Retail	108 9,937	DU sf	892	57	81
2	Runyon Canyon Park Parking Lot	2000 N. Fuller Ave.	Parking Lot	70	spaces	0	70	70
3	Office Building	6040 W. Sunset Blvd.	Office	12,0000	sf	1,332	186	179
4	Mixed Use	6915 W. Melrose Ave.	Condominium Retail	13 7,500	DU sf	398	14	35
5	Sunset and Vine Mixed Use	1538 N. Vine St.	Apartment Retail	306 68,000	DU sf	3,049	136	294
6	Sunset and Gordon Mixed Use (Old Spaghetti Factory)	5935 W. Sunset Blvd.	Condominium Office Retail/Restaurant *Restaurant (removed)*	144 10,455 10,455 *(13,500)*	DU sf sf *sf*	842	241	52
7	Apartment and Retail	6758 W. Yucca St.	Apartment Retail	270 8,500	DU sf	-138	-85	14
8	Restaurant and Multi-Purpose Entertainment Venue	6506 W. Hollywood Blvd.	Drinking Place Restaurant	12,255 745	sf sf	1,179	0	118
9	Condos and Retail	5663 W. Melrose	Condominium Retail	96 3,350	DU sf	797	45	63
10	Retail and Office	6904 W. Hollywood Blvd.	Retail Office	29,900 16,700	sf sf	352	28	42
11	Residential	6001 W. Carlton Wy.	Condominium	42	DU	246	18	22
12	Temple Israel of Hollywood Expansion	7300 W. Hollywood Blvd.	School Chapel	75 3,000	Student sf	218	68	18
13	Mixed Use Residential, Retail, Restaurant	6677 W. Santa Monica Blvd.	Apartment Retail Restaurant	787 12,700 9,500	DU sf sf	1,944	309	293

No.	Name [1]	Location	Use	Size	Units	Net ADT	Net AM Peak	Net PM Peak
14	Mixed Use	6230 W. Yucca St.	Office Live/Work Condominium *Office (removed)*	13,790 10 85 *(18,614)*	Sf DU DU *sf*	364	25	32
15	Hotel	6600 W. Sunset Blvd.	Hotel	50	rooms	409	28	30
16	Office [2]	959 N. Seward.	Office Quality Restaurant	237,568 4,000	sf sf	2,337	336	310
17	Mixed Use Residential and Retail	6911 W. Santa Monica Blvd.	Condominium Retail	374 15,000	DU sf	2,279	108	186
18	Hollywood Passage	5550 W. Hollywood Blvd.	Condominium Retail	216 18,353	DU sf	562	-24	18
19	Wilcox Selma Office Condo	6156 W. Selma Ave.	Office	85,000	sf	936	132	127
20	Quality Restaurant	6608 W. Hollywood Blvd.	Quality Restaurant	8,100	sf	1,292	15	195
21	Restaurant/Club [3]	6417 W. Selma Ave.	Hotel Reception Lobby Restaurant Pool Bar/Lounge	136 783 3,319 6,501	Rooms sf sf sf	1,777	0	144
22	Hollywood Production Center	1149 N. Gower St.	Apartment Condominium	21 36	DU DU	27	32	352
23	Hanover Gower Mixed Use	6100 W. Hollywood Blvd.	Apartment Retail	151 6,200	DU sf	1,199	80	103
24	Lanewood Apartments	7045 W. Lanewood Ave.	Apartment	43	DU	289	22	37
25	Mixed Use Office and Retail	936 N. La Brea Ave.	Office Retail	88,750 120,000	sf sf	1,130	97	105
26	Pantages Theater Office	6225 W. Hollywood Blvd.	Office	214,000	sf	1,918	276	254
27	Pharmacy Drug Store	6766 W. Santa Monica Blvd.	Pharmacy *Fast Food (removed)*	13,387 *(1,902)*	sf sf	262	-58	66
28	Gramery Place Private School	1717 N. Gramery Place	Middle/High School	350	student	738	236	164
29	Selma and Vine Office Building [4]	1601 N. Vine Street	Office	118,996	sf	1,461	193	191

No.	Name[1]	Location	Use	Size	Units	Net ADT	Net AM Peak	Net PM Peak
			Restaurant	2,613	sf			
30	Argyle Hotel Project	1800 N. Argyle Ave.	Hotel	225	Rooms	1,206	57	65
31	Columbia Square Mixed Use Project	6121 W. Sunset Boulevard	Condominium Apartment Office Hotel Quality Restaurant Fast Food Retail	200 200 380,000 125 20,000 11,000 10,300	DU DU sf rooms sf sf sf	9,226	758	755
32	956 Seward Street Office	956 N. Seward St.	Office	130,000	sf	1,240	186	180
33	Restaurant	6757 W. Hollywood Blvd.	Restaurant	17,717	sf	1,220	11	17
34	Hotel and Restaurant	6381 W. Hollywood Blvd.	Hotel Restaurant	80 15,290	rooms sf	1,144	49	88
35	Auto Repair expansion	7614 W. Sunset Blvd.	Auto Repair	8,300	sf	166	24	28
36	Emerson College Student Housing	1460 N. Gordon St.	Student Housing Faculty Apartments Instructional Space Retail	224 4 38,100 6,400	DU DU sf sf	0	110	73
37	Day Care and Kindergarten	7002 W. Clinton St.	Day Care Kindergarten	60 120	Student student	0	38	23
38	Television Center	6311 W. Romaine St.	Health Club Studio Office	9,992 3,120	sf sf	0	0	37
39	Hollywood Center Studios	6601 W. Romaine St.	Office Storage	104,155 1,970	sf sf	808	92	51
40	Office and Studio Production (KTLA)[5]	5800 W. Sunset Blvd.	Office Parking	397,929 1,721	sf spaces	2,690	404	379
41	Hudson Building[6]	6523 W. Hollywood Blvd.	Restaurant Office	10,402 4,074	sf sf	547	-26	36
42	La Brea Gateway Mixed Use	915 N. La Brea Ave.	Apartment	179	DU	2,615	91	248

No.	Name [1]	Location	Use	Size	Units	Net ADT	Net AM Peak	Net PM Peak
			Supermarket	33,550	sf			
43	Residential	712 N. Wilcox Ave.	Apartment	100	DU	530	40	49
44	Millennium Hollywood	Yucca Street and Vine Street	Residential Office Commercial			9,992	574	924
45	Paramount Studios Master Plan	5555 Melrose Ave.	Studio expansion			No traffic by 2014		
46	Apartment	7046 W. Hollywood Blvd.	Apartment	42	DU	279	21	26
47	Paseo Plaza [7]	5601 W. Santa Monica Blvd.	Apartment Retail	437 377,900	DU sf	6,831	250	644
48	Nickelodeon Hollywood [8]	6254 Sunset Blvd.	Apartment Office Shopping Center	223 23,000 5,000	DU sf sf	1,409	81	121
49	Hollywood Central Park [9]	Hollywood Freeway	Park	44	Acres	100	0	2
50	Apartment and Retail [10]	1201 La Brea Ave.	Retail Apartment	8,833 8	sf DU	445	16	29
51	Movietown [10, 12]	7302 Santa Monica Blvd.	--	--	--	1,617	163	249
52	Warner Studios [10, 12]	Santa Monica and Formosa	--	--	--	4,450	438	445
53	Mixed Use [10]	1222 N. La Brea Ave	Apartment Convenience Store Restaurant Coffee Shop Bank	187 5,664 7,089 2,300 4,506	DU sf sf sf sf	2,901	216	275
54	Mixed Use [10]	7113 Santa Monica Blvd.	Apartment Convenience Store Restaurant Pharmacy Bank	184 3,300 4,800 3,250 2,000	DU sf sf sf sf	2,368	164	222
55	Indigo Hotel [11]	1841 N. Highland Ave.	Hotel	75	rooms	463	37	40
56	NBC Universal Evolution Plan [13]	100 Universal City Plaza	Entertainment			36,437	3,065	3,621

No.	Name [1]	Location	Use	Size	Units	Net ADT	Net AM Peak	Net PM Peak
	Total					**116,695**	**9,444**	**12,212**

Units: sf=Square Feet; du=Dwelling Units

[1] *Related Projects List provided by LADOT September 2011, updated November 2011*

[2] *Seward and Romaine Office Project, City of Los Angeles*

[3] *Selma Hollywood Project, City of Los Angeles, October 2010*

[4] *Vine Street Office, City of Los Angeles*

[5] *KTLA Studio Expansion, City of Los Angeles, December 2010*

[6] *Hollywood Tech Memo, City of Los Angeles*

[7] *Paseo Plaza Hollywood Mixed Use Project, City of Los Angeles, December 2005, not included in analysis*

[8] *Traffic Impact Report for Proposed Nickelodeon Site Hollywood Project in Hollywood Redevelopment Plan Area, January 2008*

[9] *Assumed to be not completed by 2014*

[10] *Trip Generation from City of West Hollywood Related Projects List, June 2011*

[11] *Traffic Impact Report for the Proposed Indigo Hotel Project, July 2011*

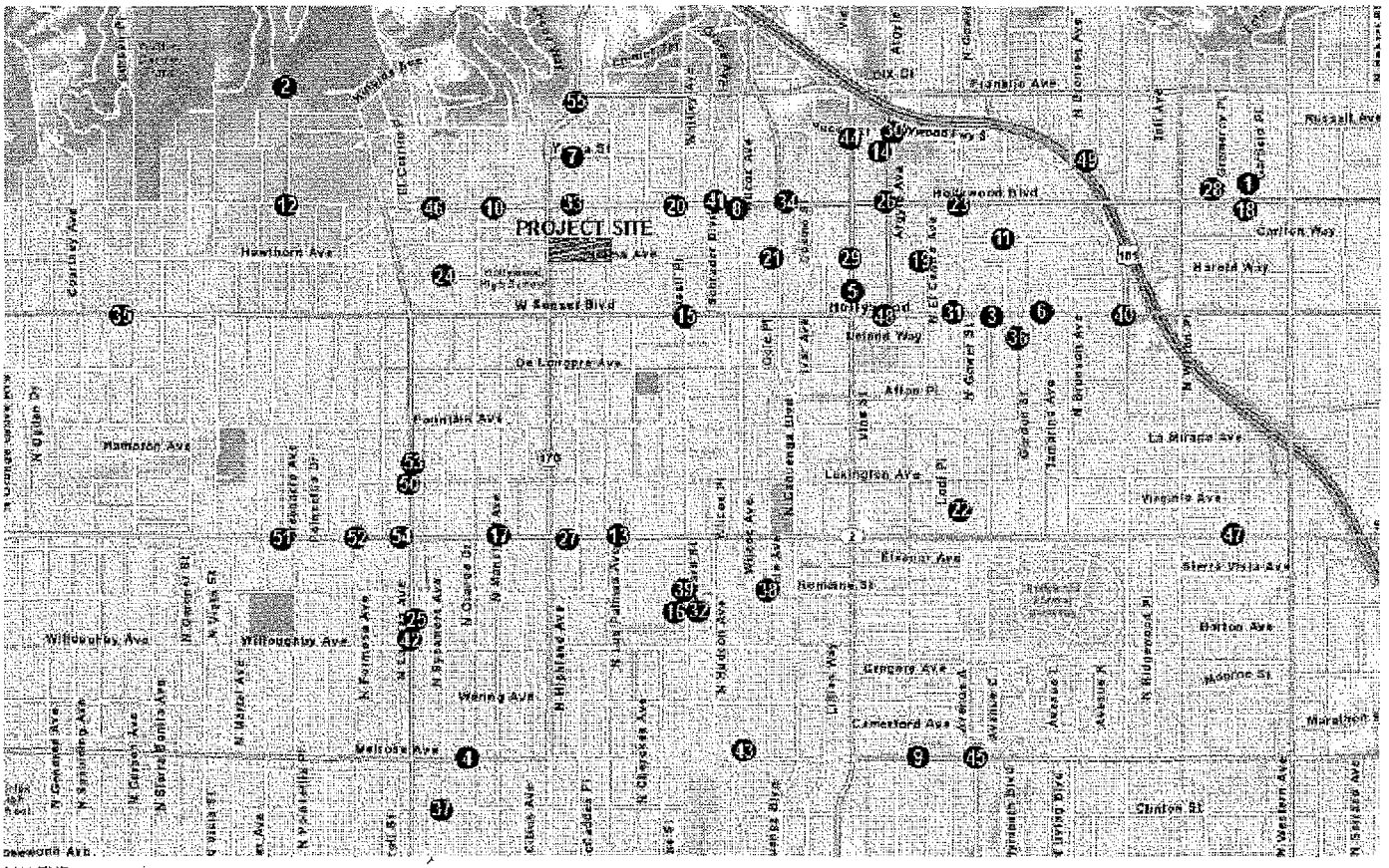
[12] *No project description given, not included in analysis*

[13] *NBC Universal Evolution Plan, Draft EIR, November 2010. Substantial construction is not anticipated to be completed by the year 2014, which is the buildout year of the Project.*

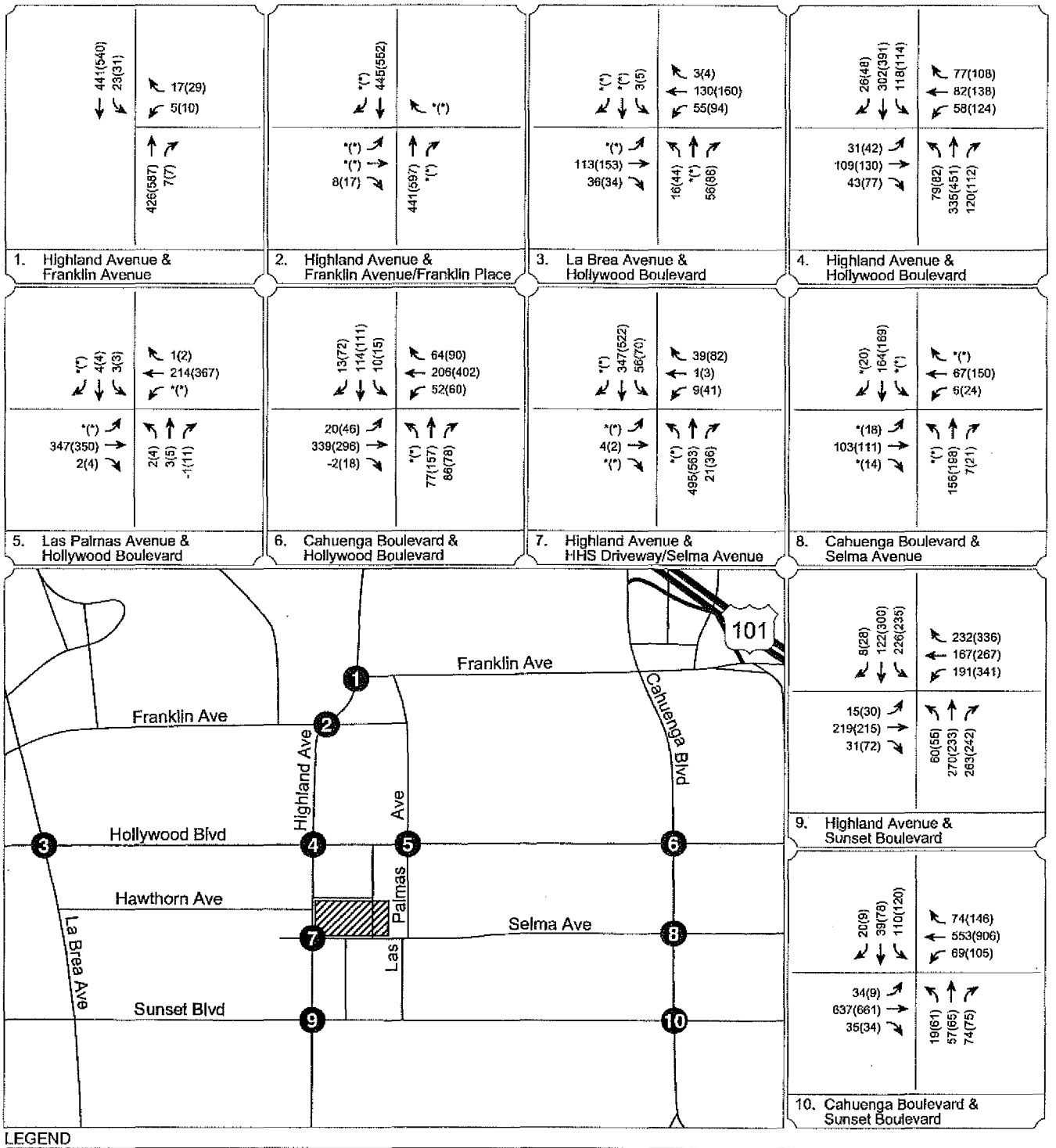
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011

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EXHIBIT C


PROJECT SITE
Hollywood Blvd
W Sunset Blvd
Fountain Ave
Franklin Ave
Willoughby Ave
Melrose Ave
Wilcox Ave
Cahuenga Blvd
Vine St
Gower St
Bronson Ave
Van Ness Ave
Highland Ave
La Brea Ave
Virginia Ave
Sierra Vista Ave
Barton Ave
Marathon St
Clinton St
Gregory Ave
Romaine St
Lexington Ave
Lodi Pl
Afton Pl
Delongpre Ave
Hawthorn Ave
Carlton Way
Harold Way
Orange Dr
Cherokee Ave
Las Palmas Ave
Whitley Ave
Argyle Ave
Normandie Ave
Western Ave
Sycamore Ave
Cahuenga Blvd West
Cahuenga Blvd East
Camerford Ave
Wernay Ave
Melrose Ave
Elsmere Ave
Clinton St
Russell Ave
Dix St
Yucca St
Selma Ave
Ivar Ave
Tamarind Ave
Gordon St
Gower St
Lodi Pl
Afton Pl
Delongpre Ave
Fountain Ave
Hawthorn Ave
Willoughby Ave
Melrose Ave
Wernay Ave
Romaine St
Lexington Ave
Virginia Ave
Sierra Vista Ave
Barton Ave
Marathon St
Clinton St
Gregory Ave
Camerford Ave
Elsmere Ave
Hollywood Blvd
W Sunset Blvd
Harold Way
Carlton Way

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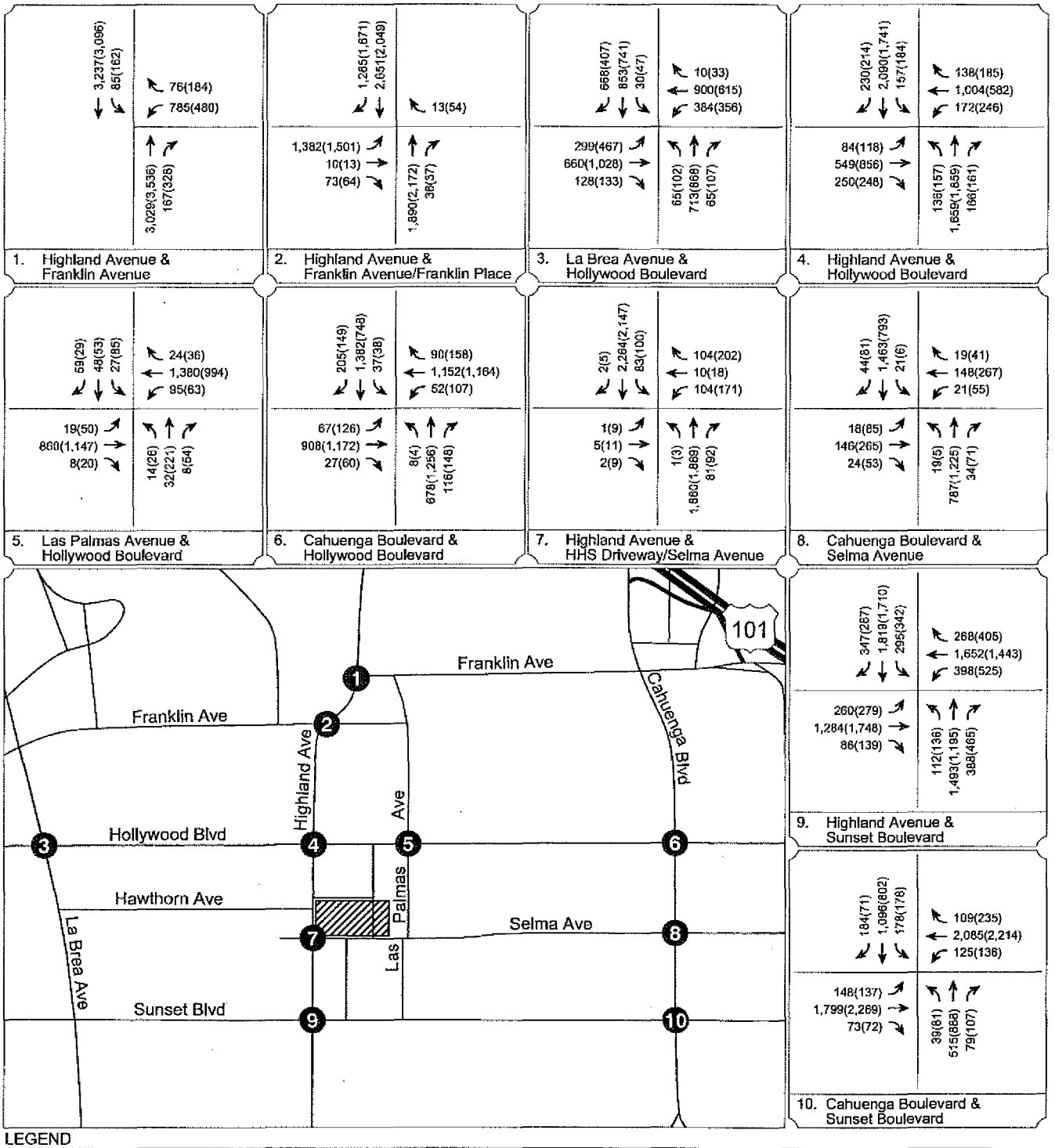


Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-18
Related Projects Peak Hour Traffic Volumes

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Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-19
Future Without Project (Year 2014)
Peak Hour Traffic Volumes

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Intersection Operations

Future without Project Intersection LOS

Table IV-32 summarizes the analysis of the Future without project traffic conditions. Of the 10 analyzed intersections, three operate at LOS B or better under Future without project conditions:

5. Las Palmas Avenue & Hollywood Boulevard,

7. Highland Avenue & Selma Avenue/Hollywood High School driveway, and

8. Cahuenga Boulevard & Selma Avenue.

Table IV-32
Future Without Project (Year 2014) Signalized Intersection Peak Hour LOS

No.	Intersection	Peak Hour	Cumulative	
			V/C	LOS
1[a]	Highland Avenue Franklin Avenue	AM PM	1.288 1.359	F F
2[a]	Highland Avenue Franklin Avenue/Franklin Place	AM PM	1.348 1.468	F F
3[a]	La Brea Hollywood Boulevard	AM PM	1.358 1.366	F F
4[a]	Highland Avenue Hollywood Boulevard	AM PM	1.259 1.292	F F
5	Las Palmas Avenue Hollywood Boulevard	AM PM	0.479 0.589	A A
6	Cahuenga Boulevard Hollywood Boulevard	AM PM	0.913 0.881	E D
7	Highland Avenue Selma Avenue/Hollywood High School driveway	AM PM	0.550 0.673	A B
8	Cahuenga Boulevard Selma Avenue	AM PM	0.583 0.648	A B
9	Highland Avenue Sunset Boulevard	AM PM	1.225 1.364	F F
10	Cahuenga Boulevard Sunset Boulevard	AM PM	0.993 1.043	E F

[a] *Capacity at this intersection was reduced to 1100 to emulate existing field-observed conditions.*
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011

The following five intersections operate at LOS F during both peak periods under Future without project conditions:

1. Highland Avenue & Franklin Avenue,
2. Highland Avenue & Franklin Avenue/Franklin Place,
3. La Brea Avenue & Hollywood Boulevard,
4. Highland Avenue & Hollywood Boulevard, and
9. Highland Avenue & Sunset Boulevard.

The following intersection operates at LOS E during the AM peak hour and LOS D during the PM peak hour under Future without project conditions:

6. Cahuenga Boulevard & Hollywood Boulevard.

The intersection of Cahuenga Boulevard & Sunset Boulevard operates at LOS E during the AM peak hour and LOS F during the PM peak hour under Future without project conditions.

Project Traffic Generation

The most recent trip generation rates from *Trip Generation, 8th Edition (prepared by Institute of Transportation Engineers, 2008)* for Land Use Codes 220 (Apartment), 814 (Specialty Retail Center), and 710 (General Office) were utilized to develop the Project trip generation estimates (as shown in Table IV-33).

Table IV-33
Project Trip Generation Rates

Land Use		Rate		In	Out
Apartment	ADT	6.72	Per DU		
	AM	0.51	Per DU	20%	80%
	PM	0.62	Per DU	65%	35%
Specialty Retail Center	ADT	44.32	Per 1,000 sf		
	AM	1.31	Per 1,000 sf	60%	40%
	PM	2,71	Per 1,000 sf	44%	56%
Office	ADT	11.01	Per 1,000 sf		
	AM	1.55	Per 1,000 sf	88%	12%
	PM	1.49	Per 1,000 sf	17%	83%

ADT = average daily traffic, DU = dwelling unit, sf = square feet
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., October 2011

The Project would construct 248 apartment dwelling units and 12,785 sf of retail space. The trip generation forecast accounts for the existing uses that were previously on the Project Site (6,900 square feet of office uses) and reflects the net new trips associated with the Project. As allowed by *Traffic Study Policies and Procedures*, a 5% internal capture credit was applied to the proposed retail uses. In addition, because the Project is located within ½ of a mile from a transit center, a 15% transit use credit was applied and reflected in the trip generation forecast.

As shown in Table IV-34, the Project is anticipated to generate 1,805 net new trips per day, which includes 112 net new trips during morning peak hour and 150 net new trips during afternoon peak hour.

Table IV-34
Project Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Project								
Apartment	248 DU	1,667	25	101	126	100	54	154
Less Transit Use	*15%*	*(250)*	*(4)*	*(15)*	*(19)*	*(15)*	*(8)*	*(23)*
Total		***1,417***	***22***	***86***	***108***	***85***	***46***	***131***
Specialty Retail Center	12,785 sf	567	10	7	17	15	19	35
Less Internal Capture	*5%*	*(28)*	*(1)*	*(0)*	*(1)*	*(1)*	*(1)*	*(2)*
Less Transit Use	*15%*	*(85)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Total		***453***	***8***	***5***	***14***	***12***	***16***	***28***
Project Total		**1,870**	**30**	**91**	**121**	**97**	**61**	**158**
Existing Uses								
1606 Highland Ave (Office)	6,900 sf	(76)	(9)	(1)	(11)	(2)	(9)	(10)
Less Transit Use	*15%*	*11*	*1*	*0*	*2*	*0*	*1*	*2*
Total		***(65)***	***(8)***	***(1)***	***(9)***	***(1)***	***(7)***	***(9)***
Net Total		**1,805**	**22**	**90**	**112**	**96**	**54**	**150**

ADT = average daily traffic, DU = dwelling unit, sf = square feet
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011

Project Trip Distribution

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the local street system based on the location of nearby residential, entertainment and employment centers, characteristics of the street system serving the Project Site, and land uses associated with each of the Project driveways.

Building A

There will be no driveway access on Highland Avenue. There would be one residential driveway on Selma Avenue that would provide full access (i.e. both left and right turns).

Alley

The existing north-south alley located east of Highland Avenue that connects Hawthorn Avenue to Selma Avenue would be maintained. The alley will provide one-way southbound travel from Hawthorn Avenue to Selma Avenue; however, two-way travel would be provided from Selma Avenue to allow access to the commercial driveways for Building A. The alley will allow pedestrian access.

Access to the rear portion of the DWP substation for DWP maintenance trucks/vehicles will be maintained along the alley.

Building B

There will be one commercial driveway on McCadden Place near the intersection with Hawthorn Avenue. There will also be one residential driveway on Selma Avenue on the southeast corner of the site. Both driveways would provide full access (i.e. both left and right turns).

Separate trip distribution patterns were prepared for the commercial/retail and residential components of the Project. These distribution patterns reflect the assignment of traffic to the Project driveways based on the anticipated use/type (i.e., commercial/retail or residential) of parking spaces they are proposed to serve. The total Project traffic volumes represent the addition of the retail and residential traffic volumes. The general distribution pattern was reviewed and approved by LADOT.

Project Trip Assignment

Project traffic was assigned to the surrounding street system based the following distribution pattern: approximately 20% of the traffic was assigned to/from the north, 45% was assigned to/from the east, 15% was assigned to/from the south, and 20% was assigned to/from the west.

Figure IV-20 shows distribution of project traffic for the residential portion of the project through the study intersections while Figure IV-21 shows the retail portion of the project. The trip distribution pattern was applied to the trip generation to develop the project-only traffic assignments, as illustrated in Figure IV-22.

A Truck Haul Route program will be required as part of the City's permitting process. Demolition and construction debris is anticipated to be transported to the Chiquita Canyon Landfill in Castaic. The truck haul routes to and from the Project Site may generally include:

- Outbound - Highland Avenue to Odin Street to Cahuenga Boulevard to US 101

- Inbound – US 101 to Highland Avenue

The combination of construction worker trips and haul truck trips is expected to result in substantially fewer peak hour trips than the Project. Consistent with the project analysis indicating traffic impacts are anticipated to be less than significant, impact associated with construction traffic is also anticipated to be less than significant. In addition, temporary loss of access, bus stops, and/or loss of on-street parking is not expected to occur during construction. As such, impacts associated with construction are anticipated to be less than significant.

In order to minimize potential conflicts between construction activity and through traffic, a construction management plan would be developed for use during project construction (see **Mitigation Measure 16-1**). Further, a Truck Haul Route program will be submitted to the City for review and approval prior to the issuance of a building permit. Finally, the developer shall install traffic signs to ensure pedestrian and vehicle safety (see **Mitigation Measure 16-2**).

Transportation Improvement Measures

Roadway Dedications and Improvements

Provisions in the LAMC, require the City to consider half-street dedications and improvements for roadways adjacent to development sites in accordance with adopted standards in the *Hollywood Community Plan Update*.[56]

Hawthorn Avenue is identified as a Local Street in the *Hollywood Community Plan Update*. The standard cross-section for a Local Street is a 36-foot roadway on a 60-foot right-of-way (or an 18-foot half roadway on a 30-foot half right-of-way as measured from the centerline). Review of LADOT as-built plans and field reviews indicate that the existing roadway width of 30-feet and existing right-of-way width of 50-feet do not meet the Local Street standards. As such, roadway widening and dedication adjacent to the Site to comply with the Local Street half-street standards may be required.

Review of LADOT as-built plans and field reviews of Selma Avenue, identified as a Local Street in the *Hollywood Community Plan Update*, indicate that the existing roadway and right-of-way widths exceed the Local Street standards. As such, roadway widening and dedication adjacent to the Project site would not be required.

In the *Hollywood Community Plan Update,* Highland Avenue is identified as a Modified Major Highway Class II. This Project-adjacent section of Highland Avenue is planned to be a 70-foot roadway on a 100-foot right-of-way (or a 35-foot half roadway on a 50-foot half right-of-way as measured from the centerline). Based on a review of the *Hollywood Community Plan Update,* this section of Highland

[56] *The Hollywood Community Plan Update was passed by City Council on June 19, 2012*

Avenue is built to its proposed planned dimensions. Thus, no further roadway widening and dedication along the Project's frontage on Highland Avenue would be required.

McCadden Place is identified as a Local Street in the *Hollywood Community Plan Update*. Review of LADOT as-built plans and field reviews indicate that the existing roadway width of 34 feet and existing right-of-way width of 50 feet do not meet the Local Street standards, which requires a 20-foot half width roadway within a 30-foot half width right-of-way (i.e. a total of 40-foot roadway and 60-foot right-of-way). As such, roadway widening and dedication adjacent to the Project Site to comply with the Local Street half-street standards may be required.

Alley Improvements

The Project proposes to provide access to the parking garages for the commercial uses from the existing north-south alley. The alley, which is currently underutilized since it has not been improved to standards, will need to be improved to accommodate Project traffic.

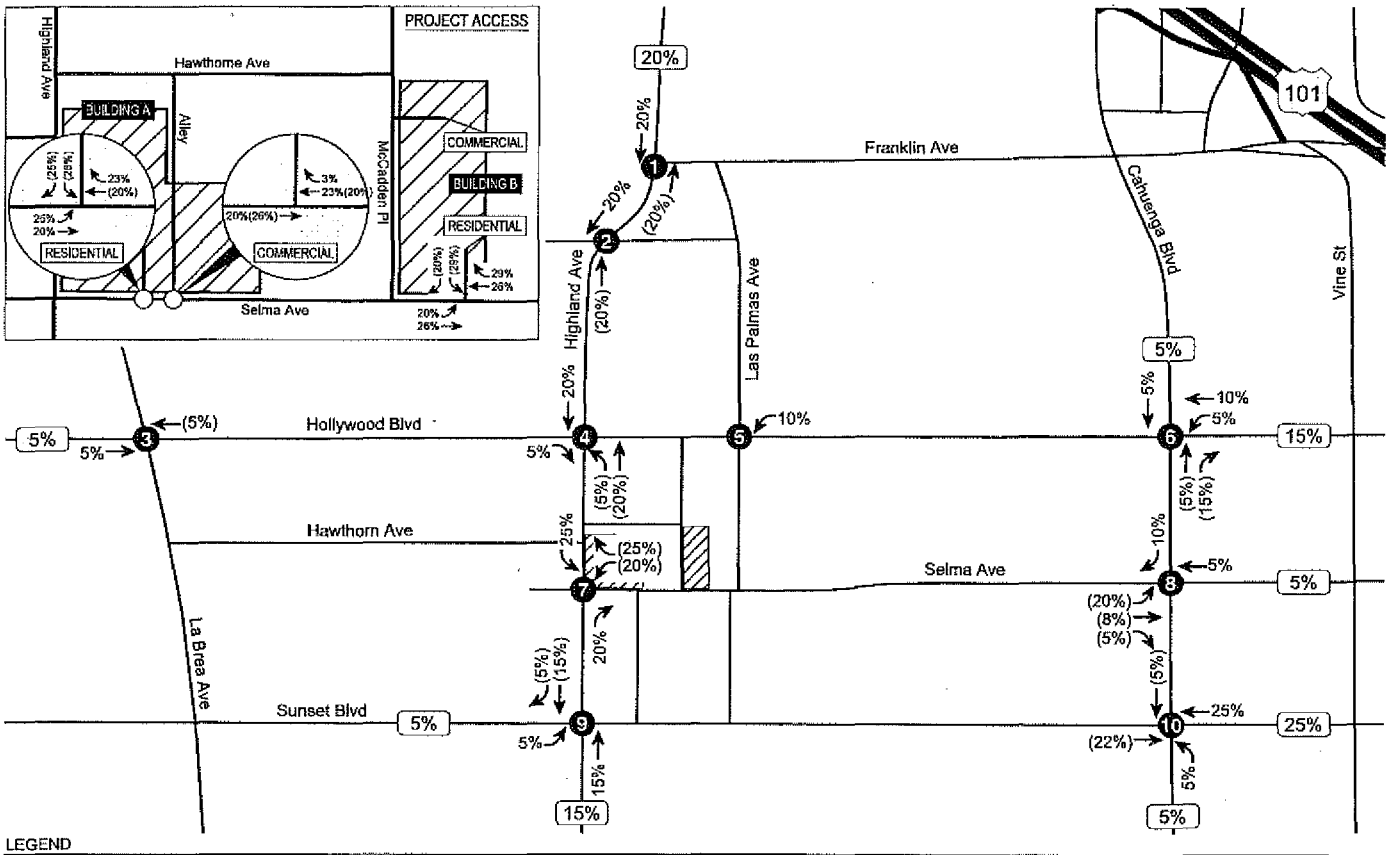
a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance.

Construction Impacts

Construction of the Project could create temporary and short-term impacts to the surrounding roadways, especially along Selma Avenue. The impacts could result from use of construction vehicles on public roadways as the vehicles enter and depart the Project Site, potential utility work that would cause a disruption in normal traffic flow, and other typical construction scenarios. The LADOT has provided a mitigation measure that would minimize construction disruptions (see **Mitigation Measure 16-1**).

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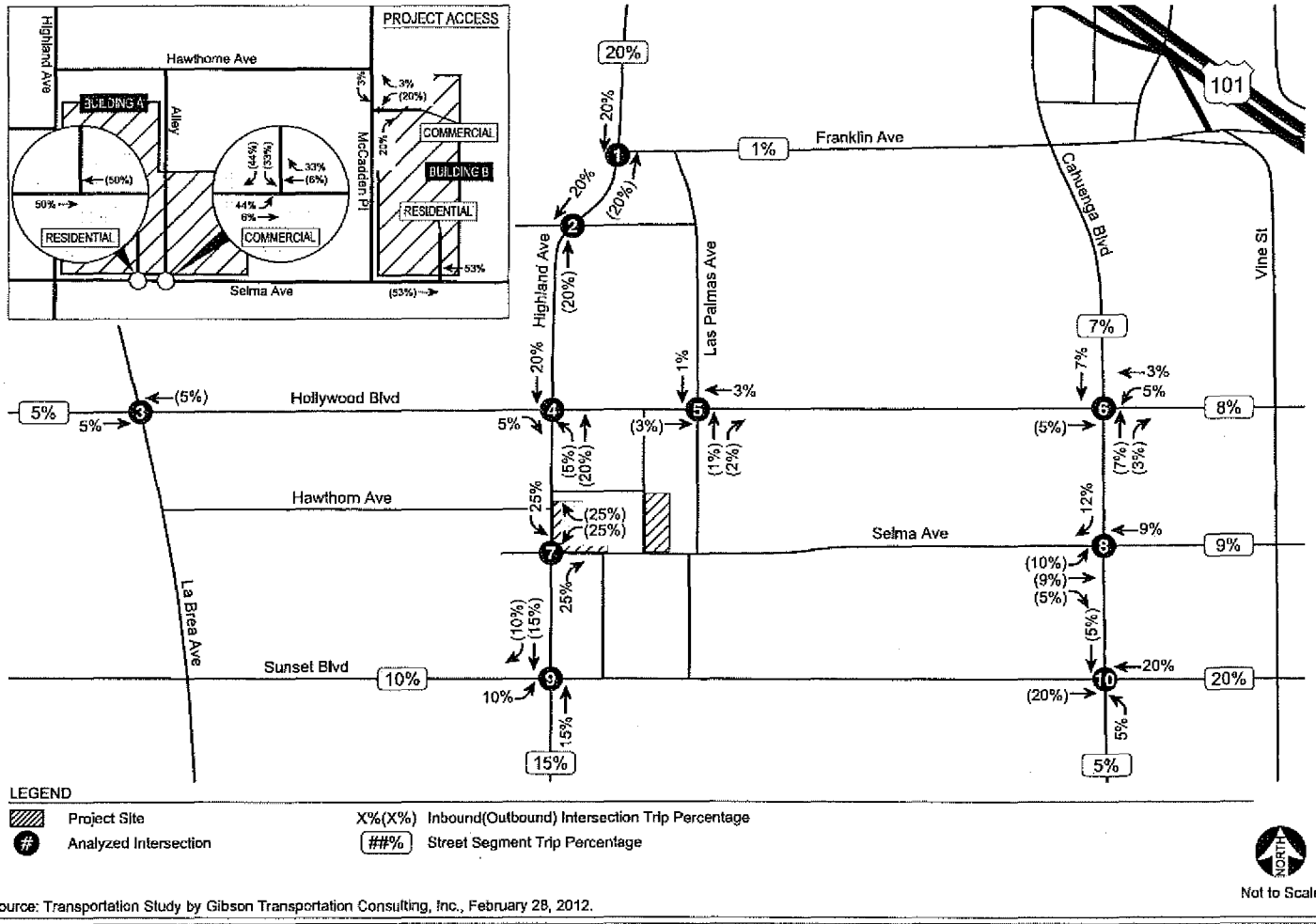
Source: Transportation Study by Gibson Transportation Consulting, Inc., February 28, 2012.

CAJA Environmental Services, LLC

Figure IV-20
Residential Trip Distribution

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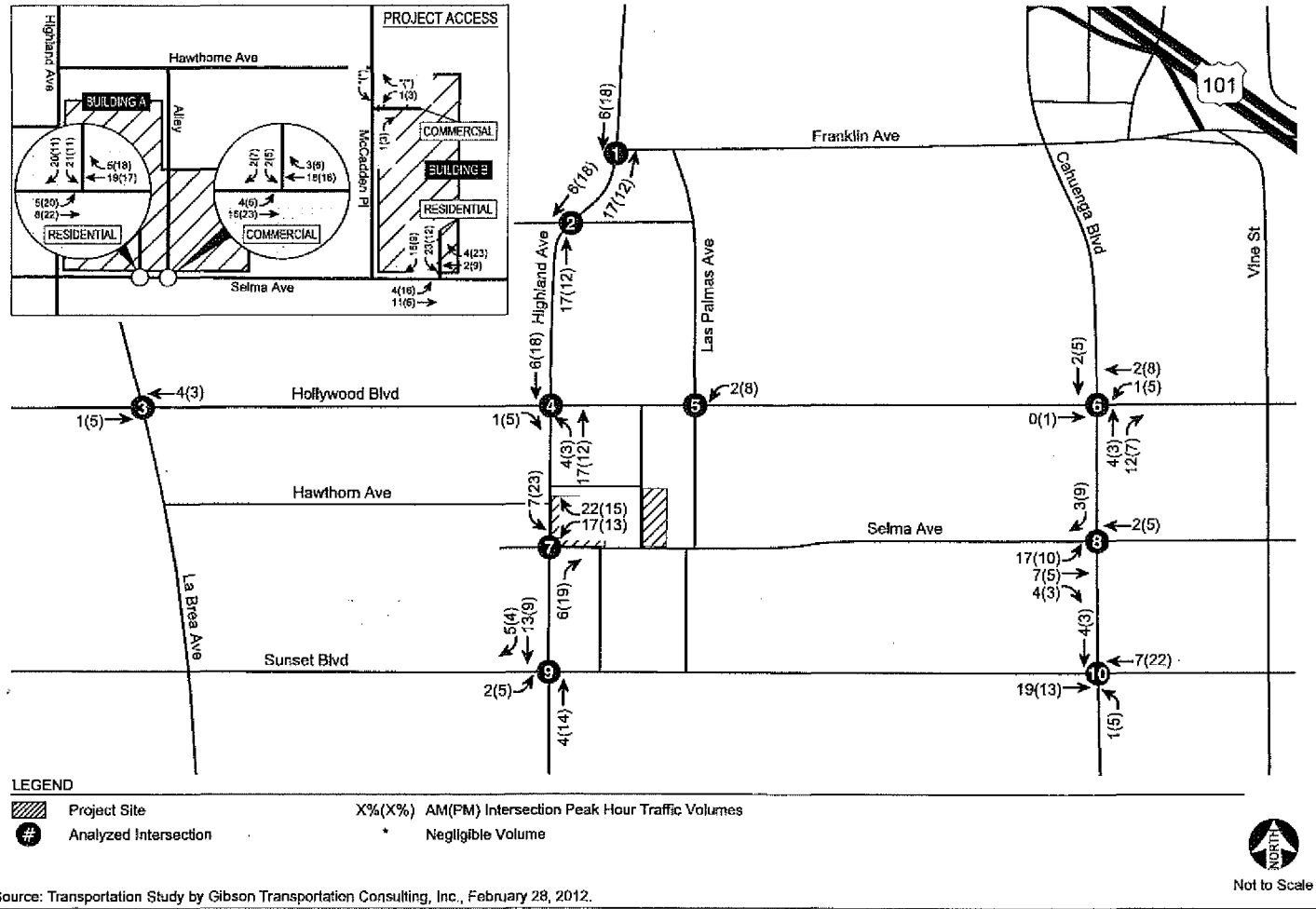
Source: Transportation Study by Gibson Transportation Consulting, Inc., February 28, 2012.

CAJA Environmental Services, LLC

Figure IV-21
Retail Trip Distribution

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EXHIBIT C



Source: Transportation Study by Gibson Transportation Consulting, Inc., February 28, 2012.

CAJA Environmental Services, LLC

Figure IV-22
Project-Only Peak Hour Traffic Volumes

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Traffic Impact Analysis

Existing PLUS Project

Table IV-35 and Figure IV-23 show the results of the Existing (2011) plus Project analysis at the study intersections. Similar to Existing conditions, the following intersections continue to operate at LOS F during both peak periods with the addition of project-related traffic:

- No. 1: Highland Avenue & Franklin Avenue,
- No. 2: Highland Avenue & Franklin Avenue/Franklin Place, and
- No. 3: La Brea Avenue & Hollywood Boulevard.

Highland Avenue & Hollywood Boulevard (No. 4) continues to operate at LOS E during the AM peak hour and LOS D during the PM peak hour with the addition of project-related traffic.

Highland Avenue & Sunset Boulevard (No. 9) continues to operate at LOS E during the AM peak hour and an acceptable LOS D during the PM peak hour with the addition of project related traffic.

The remaining five intersections continue to operate at acceptable LOS during both peak hours with the addition of project related traffic.

According to the City's significant impact criteria, a significant impact would result where:

- Intersection with an LOS of C is significant if the change in v/c is equal to or greater than 0.04.
- Intersection with an LOS of D is significant if the change in v/c is equal to or greater than 0.02.
- Intersection with an LOS of E or F is significant if the change in v/c is equal to or greater than 0.01.

Table IV-35
Existing PLUS Project Conditions (2011) Signalized Intersection Peak Hour LOS

No.	Intersection	Peak Hour	Existing		Existing + Project		Change in V/C	Impact
			V/C	LOS	V/C	LOS		
1[a]	Highland Avenue	AM	1.101	F	1.104	F	0.003	No
	Franklin Avenue	PM	1.111	F	1.115	F	0.004	No
2[a]	Highland Avenue	AM	1.175	F	1.177	F	0.002	No
	Franklin Avenue/Franklin Place	PM	1.422	F	1.422	F	0.000	No
3[a]	La Brea	AM	1.221	F	1.223	F	0.002	No
	Hollywood Boulevard	PM	1.118	F	1.120	F	0.002	No
4[a]	Highland Avenue	AM	0.989	E	0.995	E	0.006	No
	Hollywood Boulevard	PM	0.840	D	0.848	D	0.008	No

Table IV-35
Existing PLUS Project Conditions (2011) Signalized Intersection Peak Hour LOS

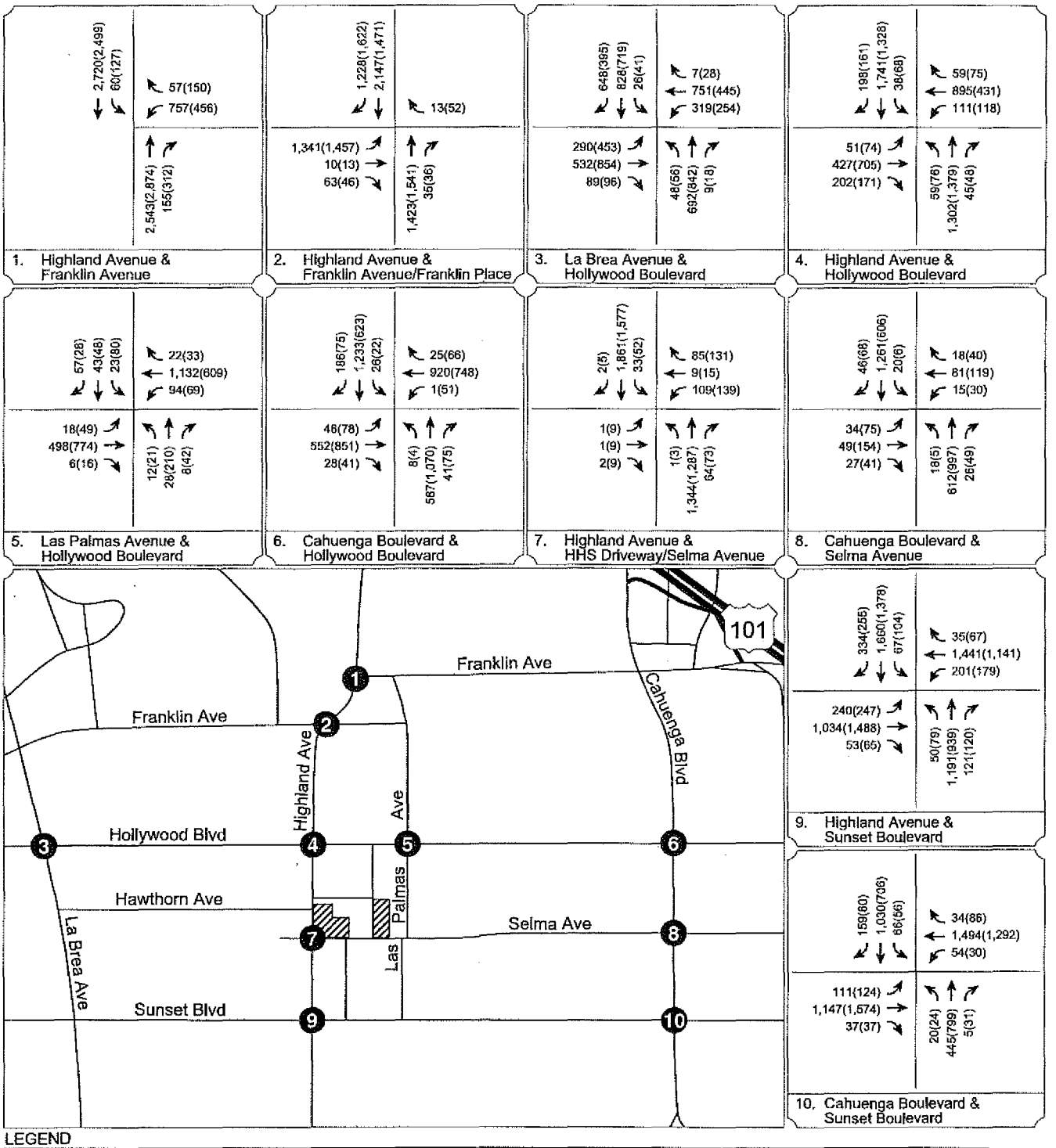
			Existing		Existing + Project			
5	Las Palmas Avenue	AM	0.387	A	0.387	A	0.000	No
	Hollywood Boulevard	PM	0.439	A	0.445	A	0.008	No
6	Cahuenga Boulevard	AM	0.749	C	0.751	C	0.002	No
	Hollywood Boulevard	PM	0.627	B	0.633	B	0.006	No
7	Highland Avenue	AM	0.425	A	0.451	A	0.026	No
	Selma Avenue/Hollywood HS	PM	0.431	A	0.449	A	0.019	No
8	Cahuenga Boulevard	AM	0.459	A	0.473	A	0.014	No
	Selma Avenue	PM	0.447	A	0.459	A	0.012	No
9	Highland Avenue	AM	0.947	E	0.952	E	0.005	No
	Sunset Boulevard	PM	0.857	D	0.860	D	0.003	No
10	Cahuenga Boulevard	AM	0.763	C	0.767	C	0.004	No
	Sunset Boulevard	PM	0.635	B	0.640	B	0.005	No

[a] *Capacity at this intersection was reduced to 1100 to emulate existing field-observed conditions.*
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011 and Traffic Study Addendum for the Highland Selma Venture, Gibson Transportation Consulting, Inc., February 28, 2012.

Based on the City's significant impact criteria, the project is not anticipated to cause significant traffic impacts under the Existing plus Project conditions at any of the study intersections during either the morning or afternoon peak hours:

- Intersections with LOS C have a v/c change of less than 0.04 (specifically 0.002 and 0.004);
- Intersections with LOS D have a v/c change of less than 0.02 (specifically 0.008 and 0.004);
- Intersections with LOS E or F have a v/c change of less than 0.01 (specifically 0.000 to 0.006)

Incremental but not significant impacts are noted at the study intersections. Therefore, no mitigation measures are recommended or required.



LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

NORTH

Not to Scale

Source: Transportation Study by Gibson Transportation Consulting, Inc., February 28, 2012.

CAJA Environmental Services, LLC

Figure IV-23
Existing (2011) PLUS Project Peak Hour Traffic Volumes

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Future PLUS Project

The addition of project traffic to the Future Base traffic volumes result in the Future plus Project traffic volumes illustrated in Figure IV-24. These volumes were analyzed at each intersection and the results are also summarized in Table IV-36. The intersections are anticipated to maintain the same operating conditions as the Future Base conditions.

According to the City's significant impact criteria, a significant impact would result where:

- Intersection with an LOS of C is significant if the change in v/c is equal to or greater than 0.04.
- Intersection with an LOS of D is significant if the change in v/c is equal to or greater than 0.02.
- Intersection with an LOS of E or F is significant if the change in v/c is equal to or greater than 0.01.

Table IV-36
Cumulative Conditions (2014) Signalized Intersection Peak Hour LOS

No.	Intersection	Peak Hour	Cumulative NO Project		Cumulative + Project		Change in V/C	Impact
			V/C	LOS	V/C	LOS		
1[a]	Highland Avenue	AM	1.288	F	1.293	F	0.005	No
	Franklin Avenue	PM	1.359	F	1.363	F	0.004	No
2	Highland Avenue	AM	1.348	F	1.350	F	0.002	No
	Franklin Avenue/Franklin Place	PM	1.468	F	1.468	F	0.000	No
3[a]	La Brea	AM	1.358	F	1.359	F	0.001	No
	Hollywood Boulevard	PM	1.366	F	1.368	F	0.002	No
4[a]	Highland Avenue	AM	1.259	F	1.265	F	0.006	No
	Hollywood Boulevard	PM	1.292	F	1.295	F	0.003	No
5	Las Palmas Avenue	AM	0.479	A	0.479	A	0.000	No
	Hollywood Boulevard	PM	0.589	A	0.594	A	0.005	No
6	Cahuenga Boulevard	AM	0.913	E	0.914	E	0.001	No
	Hollywood Boulevard	PM	0.881	D	0.888	D	0.007	No
7	Highland Avenue	AM	0.550	A	0.576	A	0.026	No
	Selma Avenue/Hollywood HS	PM	0.673	B	0.712	C	0.039	No
8	Cahuenga Boulevard	AM	0.583	A	0.602	B	0.019	No
	Selma Avenue	PM	0.648	B	0.660	B	0.012	No
9	Highland Avenue	AM	1.225	F	1.227	F	0.002	No
	Sunset Boulevard	PM	1.364	F	1.368	F	0.004	No
10	Cahuenga Boulevard	AM	0.993	E	0.998	E	0.005	No
	Sunset Boulevard	PM	1.043	F	1.049	F	0.006	No

Table IV-36
Cumulative Conditions (2014) Signalized Intersection Peak Hour LOS

			Cumulative NO Project	Cumulative + Project		
[a] *Capacity at this intersection was reduced to 1100 to emulate existing field-observed conditions.*						
Transportation Study for the Highland Selma Venture, Gibson Transportation Consulting, Inc., November 2011 and Traffic Study Addendum for the Highland Selma Venture, Gibson Transportation Consulting, Inc., February 28, 2012.						

Seven intersections are projected to operate at LOS E or F in either analyzed peak hour. The following 5 intersections would operate at LOS F during both peak hours:

- No. 1: Highland Avenue and Franklin;
- No. 2: Highland Avenue and Franklin Avenue/Franklin Place;
- No. 3: La Brea and Hollywood Boulevard;
- No. 4: Highland Avenue and Hollywood Boulevard; and
- No. 9: Highland Avenue and Sunset Boulevard.

The following 2 intersections would operate at LOS D, E, or F:

- No. 6: Cahuenga Boulevard and Hollywood Boulevard at LOS E in AM and LOS D in PM; and
- No. 10: Cahuenga Boulevard and Sunset Boulevard at LOS E in AM and LOS F in PM.

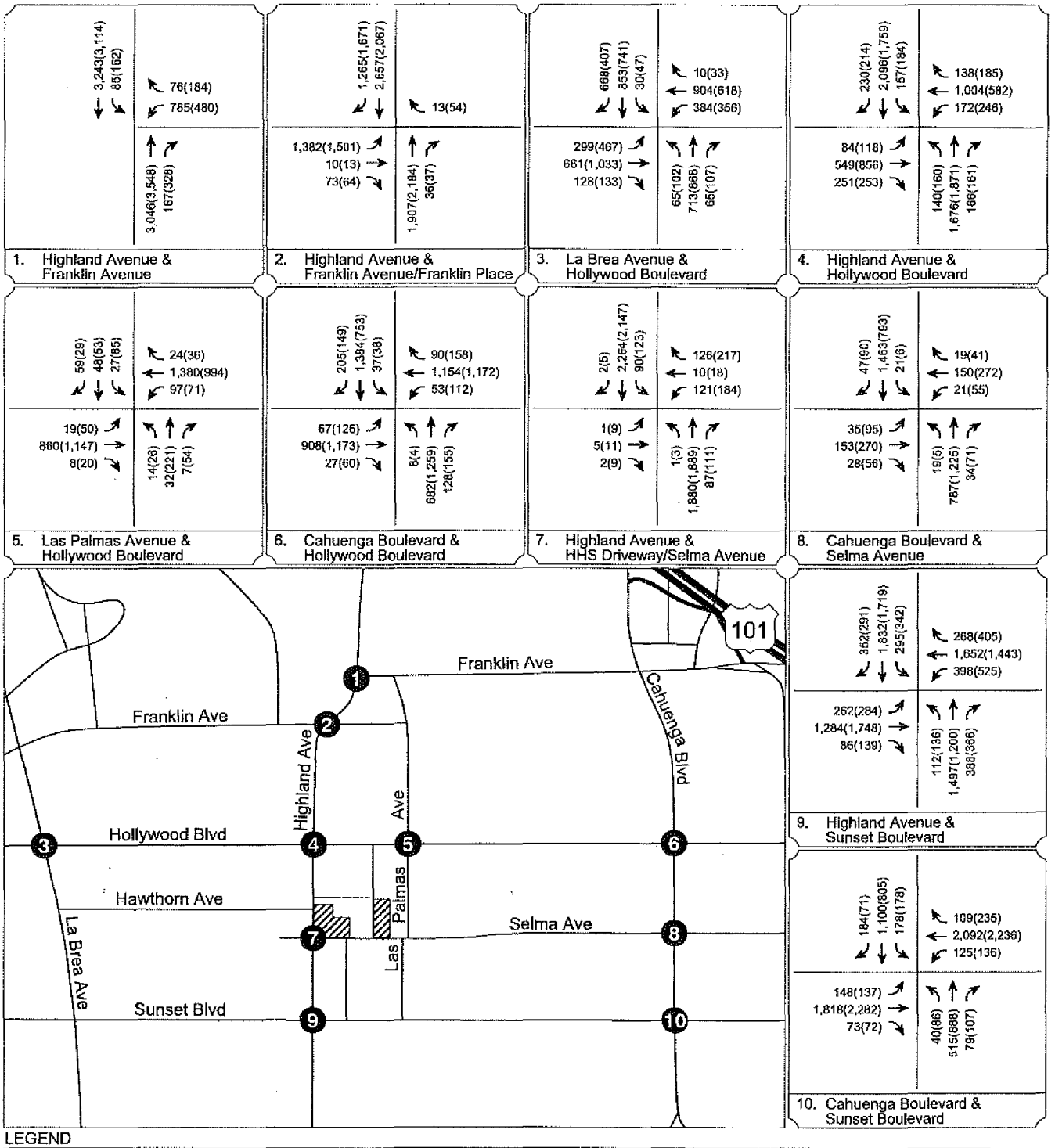
The remaining 3 intersections are expected to operate at LOS C or better during both peak hours.

Applying the City's significant impact criteria, none of the analyzed intersections are anticipated to be significantly impacted as a result of the project under the Future plus Project (2014) conditions during either the weekday morning or afternoon peak hours:

- Intersections with LOS C have a v/c change of less than 0.04 (specifically 0.039);
- Intersections with LOS D have a v/c change of less than 0.02 (specifically 0.007);

Intersections with LOS E or F have a v/c change of less than 0.01 (specifically 0.000 to 0.006)

Incremental but not significant impacts are noted at the study intersections. Therefore, no operational mitigation measures are recommended or required.



Source: Transportation Study by Gibson Transportation Consulting, Inc., February 28, 2012.

CAJA Environmental Services, LLC

Figure IV-24
Future PLUS Project (2014) Peak Hour Traffic Volumes

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Mitigation Measures

16-1 A construction work site traffic control plan shall be submitted to LADOT's Hollywood-Wilshire District office for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours (between 9 AM and 4 PM).

16-2 Transportation (Haul Route)

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- *(Non-Hillside)*: Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

16-3 Highway Dedication and Street-Widening Requirements

The applicant shall check with the Bureau of Engineering's (BOE) Land Development Group to determine what the specific highway dedication, street widening and/or sidewalk requirements are for this project.

b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. A significant impact may occur if the adopted California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles.

CMP Significance Threshold

The CMP guidelines state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed development are added to a mainline freeway monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or

greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

CMP Freeway Analysis

Based on the project trip generation estimates, the project is expected to generate approximately 112 net new trips in the morning peak hour and approximately 150 net new trips in the afternoon peak hour. According to the project trip distribution illustrated in Figures IV-21 and IV-22, there would be fewer than 150 AM or PM peak hour trips distributed to the freeways in the project area; therefore, the project's CMP freeway impacts are considered to be less than significant and no further analysis is required.

CMP Arterial Monitoring Stations Analysis

The CMP arterial monitoring stations closest to the Project Site include the intersections of:

- Santa Monica Blvd. & Highland Ave., approximately one half-mile south of the Project Site; and
- Santa Monica Blvd. & Western Ave., approximately two and one half-miles southeast of the Project Site.

According to the Project trip distribution illustrated in Figures IV-21 and IV-22, there would be nominal project trips traveling past the monitoring stations at Santa Monica Boulevard & Highland Avenue and Santa Monica Boulevard & Western Avenue. It is estimated that there would be fewer than five trips added to each of these arterial monitoring stations during both the weekday morning and afternoon peak hours. No further analysis is required on these arterial monitoring stations.

Regional Transit Impact Analysis

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the project.

The CMP guidelines estimate that approximately 15% of total project person trips may use public transit to travel to and from the site if the site is located within one quarter-mile of a CMP transit center. In this case, the Metro Red Line station at Highland Avenue and Hollywood Boulevard is located less than one-quarter mile from the Project Site.

The Project is expected to generate approximately 142 AM peak hour trips and 187 PM peak hour trips before the 15% transit credit is applied. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 199 and 262 person trips during the AM and PM peak hours, respectively. Using the 15% mode split suggested in the CMP, the project would generate approximately 30 and 39 new transit person trips in the weekday AM and PM peak hours, respectively.

The Project Site is well served by numerous established transit routes. It is anticipated that the existing transit service in the project vicinity will adequately accommodate the project-generated transit trips. Thus, based on the calculated number of generated transit trips, impacts on existing or future transit services in the Project vicinity are not expected to be significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the Project only if it were an aviation-related use. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns. Therefore, no impact related to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions. The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site. Therefore, no impact resulting from hazardous design features would occur.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

Site Access

Vehicular access would be provided as follows:

- Building A:
  - In/Out ramp to commercial parking from the alley, near the south entrance with Selma Avenue
  - In/Out ramp to residential parking on Selma Avenue near corner with Highland Avenue
- Building B:

- In/Out ramp to residential parking on Selma Avenue at the southeast corner of the site
- In/Out ramp to commercial parking on McCadden Place, south of Hawthorn Avenue

The four vehicle access points will be designed to comply with Los Angeles Fire Department access requirements. The Project would submit a parking and driveway plan to the Bureau of Engineering and Department of Transportation to ensure compliance (see **Mitigation Measure 16-4**). The Project will also have the driveway access (including the alley) and circulation plan reviewed for approval by the LADOT (see **Mitigation Measure 16-5**). Finally, the Project would be required to pay all fees to the LADOT for permit issuance activities (see **Mitigation Measures 16-6**). Therefore, development of the Project will not result in inadequate emergency access to the Project Site or surrounding area. Impacts related to emergency access would be less than significant.

Mitigation Measure

16-4 Inadequate Emergency Access

The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

16-5 Driveway Access and Circulation

The project proposes to provide access to the parking garages for the commercial uses from the existing north-south alley. The alley, which is currently underutilized since it has not been improved to standards, would need to be improved to accommodate project traffic. The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and shall be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process.

The applicant, prior to the commencement of building or parking layout design efforts, shall contact LADOT for driveway width and internal circulation requirements. This would ensure that traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All pick-up and drop-off activities shall take place on-site. All driveways shall be Case 2 driveways and 30 feet wide for two-way operations. Any proposed gates shall have a minimum 20' reservoir space from the property line.

16-6 Development Review Fees

The applicant shall comply with any applicable fees per Ordinance No. 180542 (effective March 28, 2009), which identifies specific fees paid to LADOT for traffic study review, condition clearance, and permit issuance

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

Metro's Red Line subway at the Hollywood/Highland Station is located approximately 650 feet northwest of the Project Site and the Hollywood/Vine Station is located approximately 3,500 feet east of the Project Site. Public bus service in the Project area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Various bus transit routes are located within walking distance of the Project Site, including transit lines Metro Local 2, 4, 156, 210, 212, 217, 302, and 312; Metro Shuttle 656; Metro Rapid 704 and 780; LADOT DASH Hollywood and DASH Hollywood/Wilshire; and West Hollywood City Line A/B. None of these public transit facilities or stops would be impacted by the Project.

The existing alley would be maintained for pedestrian and vehicular access, as discussed below.

The existing north-south alley located east of Highland Avenue that connects Hawthorn Avenue to Selma Avenue will be maintained. The alley would provide one-way southbound travel from Hawthorn Avenue to Selma Avenue; however, two-way travel would be provided in the southern portion of the alley from Selma Avenue to allow access to the commercial driveways for Building A. The alley will allow pedestrian access.

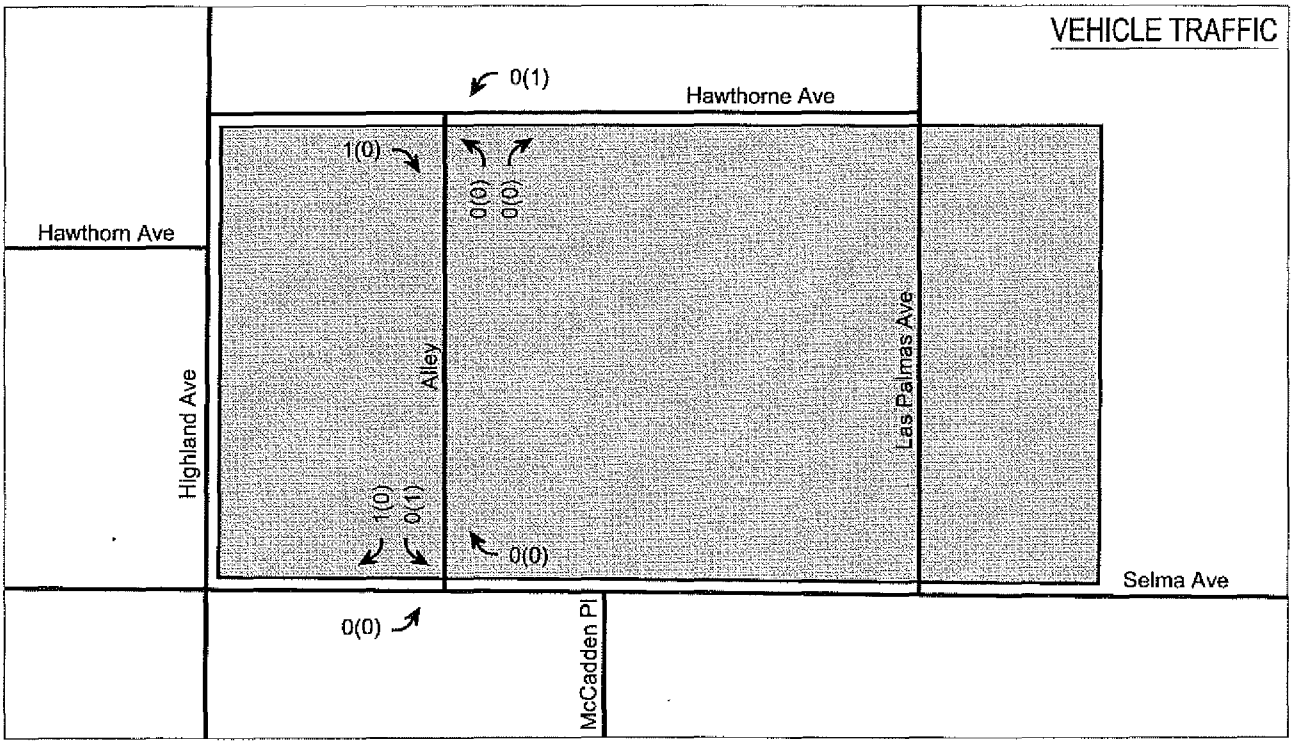
Access to the rear portion of the DWP substation for DWP maintenance trucks/vehicles will be maintained along the alley.

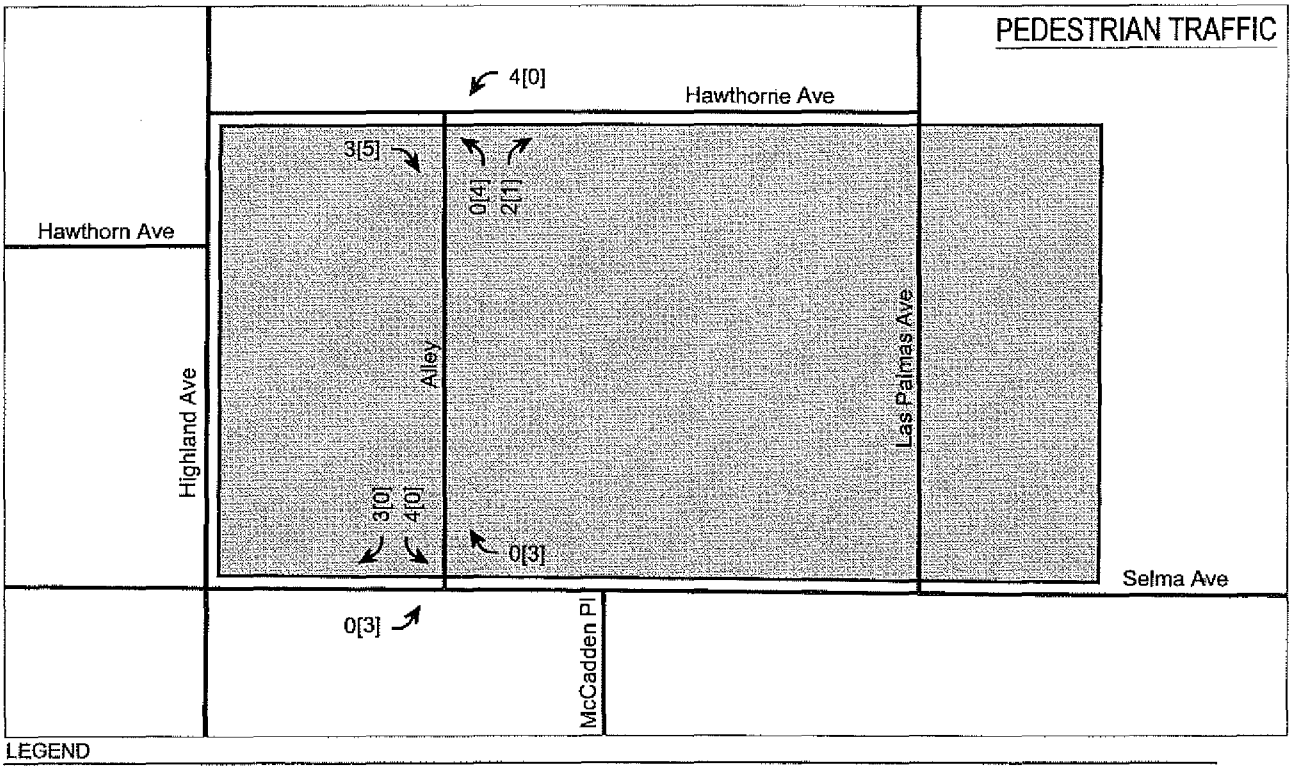
Weekday morning and afternoon, as well as Saturday midday peak hour, vehicle and pedestrian counts were conducted in October 2011 at both ends of the alley to determine the effect of closing the alley to through traffic. Figure IV-25 depicts the traffic and pedestrian volumes for the alley. As shown in Figure IV-25, the alley carries a nominal number of peak hour vehicle trips that traverse the entire alley (two trips per hour). No DWP vehicles were observed using the alley during the weekday or Saturday peak hours. Vehicle trips utilizing the alley associated with the DWP facility do not travel the entire length of the alley.

Field surveys showed a total of one vehicle during the AM peak hour and one vehicle during the PM peak hour entered the alley from the Hawthorn Avenue access and traveled through the alley to Selma Avenue. No vehicles entered the alley from Selma Avenue during the AM or PM peak hours. This represents a nominal quantity of peak hour trips.

The Project will not conflict with public transit, bicycles, or pedestrian facilities. Therefore, a less than significant impact will occur.

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LEGEND

- Project Site
- X(X) AM(PM) Weekday Peak Hour Vehicle Traffic Volumes
- X[X] Midday(PM) Saturday Peak Hour Pedestrian Traffic Volumes

NORTH

Not to Scale

Source: Transportation Study by Gibson Transportation Consulting, Inc., November 2011.

CAJA Environmental Services, LLC

Figure IV-25
Alley Traffic and Pedestrian Volumes

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17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact may occur if a project would discharge wastewater whose content exceeds the regulatory limits established by the governing agency. The Los Angeles Water Quality Control Board (LAWQCB) implements programs to protect all waters in the coastal watersheds for Los Angeles and Ventura counties. LAWQCB's Water Quality Control Plan for the Los Angeles Region (the "Basin Plan") establishes guidelines for all municipalities and other entities that use water and/or discharge into the Santa Monica Bay.[57] Wastewater reclamation and treatment in the City of Los Angeles is provided by the City of Los Angeles Department of Public Works' Bureau of Sanitation (LABS), which operates two treatment plants (Hyperion and Terminal Island) and two water reclamation plants in accordance with the treatment requirements of the LAWQCB and/or water reclamation requirements of the Basin Plan.

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (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 LAWQCB's discharge policies for Santa Monica Bay. Additionally, the City's Sewer Allocation Ordinance (Ordinance No. 166,060) limits the annual increase in wastewater flow to HTP to five mgd.

The Project is required to comply with the monthly allocation set forth by the ordinance, prior to issuance of building permits. The Project will not be able to connect to the City's wastewater system until capacity is available and, therefore, would not cause LABS to exceed LAWQCB treatment requirements. Further, the HTP is a public facility and is, therefore, subject to the state's wastewater treatment requirements.

As shown on Table IV-37, it is estimated the Project will generate approximately 30,543 gallons per day (gpd) (or 0.03 mgd) of wastewater. The wastewater generated by the Project will be similar to commercial and residential uses in the area. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the HTP system, and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity. As HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation

[57] *Water Quality Control Plan, Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, California Regional Water Quality Control Board Los Angeles Region (4)(adopted June, 1994, updated July 2006).*

is well within the existing capacity, the Project will not exceed the wastewater treatment requirements of LAWQCB. Therefore, impacts with regard to wastewater treatment requirements will be less than significant.

Table IV-37
Project Estimated Wastewater Generation

Land Use	Size	Wastewater Generation Rates	Total (gpd)
Project [1]			
Commercial	12,785 sf	80 gpd / 1,000 sf	1,023
Residential 1-bedroom	116 DU	120 gpd / DU	13,920
Residential 2-bedroom	63 DU	160 gpd / DU	10,080
Residential Studio	69 DU	80 gpd / DU	5,520
		Total	**30,543**

Note: sf = square feet; DU = dwelling unit, gpd = gallons per day
[1] *Correspondence with Ali Poosti, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, October 24, 2011.*
Source: City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
Table: CAJA Environmental Services, September 2012.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Wastewater Treatment Facilities and Existing Infrastructure

The Project Site will be served by LABS, which provides municipal wastewater services to the City. The Project is anticipated to generate approximately 30,543 gpd of wastewater.

The sewer infrastructure includes an existing 8-inch line on Hawthorn Avenue and an existing 8-inch line on Selma Avenue. The sewage from both lines connects and feeds into a 24-inch line on Selma Avenue. The flow then continues into a 30-inch line on Las Palmas Avenue before splitting and discharging into a 72-inch line on Martel Avenue, a 27-inch line on Willoughby Avenue, and a 27-inch line on Las Palmas Avenue. The current approximate flow level (depth/diameter or d/D) and the design capacities at d/D of 50% are shown in Table IV-38.

Table IV-38
Sewer Availability

Pipe Diameter (in)	Location	Current Gauging d/D (%)	50% Design Capacity
8	Hawthorn	X	229,323 gpd
8	Selma	X	299,000 gpd
24	Selma	X	4.50 mgd
30	Las Palmas	16	15.76 mgd
72	Martel	71	95.10 mgd
27	Willoughby	8	6.16 mgd
27	Las Palmas	7	4.65 mgd

X = Current flow levels (depth/diameter or d/D) in the 8 and 24 inch lines cannot be determined without additional gauging.
Gpd = gallons per day; mgd = millions gallons daily
Correspondence with Ali Poosti, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, October 24, 2011.
Table: CAJA Environmental Services, October 2011.

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for the Project.[58] As the Project Site is currently developed and adequately served by the existing wastewater conveyance system, it is expected the existing wastewater conveyance system will be able to accommodate the Project. However, as part of the building permit process the lead agency would confirm that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows.

If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the project applicant shall fund the required upgrades to adequately serve the Project (see **Mitigation Measures 17-1** to **17-3**). Implementation of these prescribed mitigation measures will ensure that the Project's impacts to the wastewater conveyance system will be less than significant.

Wastewater generated by the Project will continue to be conveyed to the HTP. The HTP has a design capacity to treat approximately 450 mgd and currently treats an average daily flow of approximately 362 mgd.[59] Thus, a remaining capacity of approximately 88 mgd is sufficient to treat the Project's estimated increase of approximately 0.03 mgd of wastewater.

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[58] *Correspondence with Ali Poosti, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, October 24, 2011.*

[59] *LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm, accessed October 7, 2011.*

Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) will be implemented as part of the Project and will help reduce the amount of project-generated wastewater. Therefore, impacts to wastewater treatment facilities and existing infrastructure will be less than significant.

Mitigation Measures

17-1 As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.

17-2 The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that could be needed to accommodate the Project's wastewater generation.

17-3 The Project Applicant shall implement water conservation measures that would also reduce wastewater flows.

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP), which provides municipal water services to the City, is responsible for providing water to the Project Site. As shown on Table IV-39, operation of the Project will result in water demand of approximately 36,143 gpd (or 0.036 mgd).

Table IV-39
Project Estimated Water Consumption

Land Use	Size	Water Rates	Total (gpd)
Project			
Commercial	12,785 sf	102.4 gpd / 1,000 sf	1,309
Residential 1-bedroom	116 DU	141.6 gpd / DU	16,426
Residential 2-bedroom	63 DU	188.8 gpd / DU	11,894
Residential Studio	69 DU	94.4 gpd / DU	6,514
		Total	**36,143**

Note: sf = square feet; DU = dwelling unit, gpd = gallons per day
Water consumption rates are assumed as 128 percent (nonresidential) and 118 percent (residential of the wastewater generation rates.
Source: City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
Table: CAJA Environmental Services, September 2012.

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central

Water Service Area. The designated treatment capacity of LAAFP is 600 mgd with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. The Project's water consumption increase of approximately 0.036 mgd represents approximately 0.072 percent and 0.02 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities and existing infrastructure would be less than significant.

Water supply lines in the vicinity of the Project Site are sufficient to supply the anticipated water needs of the Project. LADWP can generally supply water to development project within its service area, except under extraordinary circumstances. Additionally, given the incremental increase in water consumption for the Project, and compliance with applicable water conservation ordinance and regulations such as California Code of Regulations (CCR), Title 20, Section 1604; CCR Title 22; City Ordinances 165,004 and 166,080; the Project will not require or result in the construction of new water treatment facilities. The Project will include the following water efficiency standards:

- Minimum 20% reduction in potable water use within the building through installation of high-efficiency and very high-efficiency plumbing fixtures and fittings.
- Minimum 30% reduction in overall irrigation demand through the installation of a high-efficiency irrigation system.
- Installation of a weather- or soil moisture-based irrigation controller.

However, as part of the building permit process, the lead agency would confirm that there is sufficient capacity in the water supply and infrastructure to accommodate the Project's water needs. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. Implementation of **Mitigation Measures 17-4** to **17-5** will ensure that the Project's impacts to the water conveyance system would be less than significant.

Mitigation Measures

17-4 As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases.

17-5 The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that could be needed to accommodate the Project's water consumption needs.

Water Supply Assessment

State CEQA Guidelines Section 15083.5 requires a lead agency to identify water systems to provide water supply assessments for projects over specified thresholds. For any residential subdivision project Senate Bill (SB) 221 requires that the lead agency include a requirement that a sufficient water supply shall be available to serve the residential development. A residential subdivision is a proposed residential development of more than 500 dwelling units. Thus, the Project is not subject to SB 221 as it does not include a residential development of more than 500 dwelling units. The Project includes 248 dwelling units.

SB 610 requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand for certain development projects that are otherwise subject to CEQA review. Existing law identified those certain projects as follows:

(a) Residential developments of more than 500 dwelling units;

(b) Shopping centers or businesses employing more than 1,000 persons or having more than 500,000 square feet of floor space;

(c) Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet;

(d) Hotels or motels with more than 500 rooms;

(e) Industrial or manufacturing establishments housing more than 1,000 persons or having more than 650,000 square feet of 40 acres;

(f) Mixed use projects containing any of the foregoing; or

(g) Any other project that would have a water demand at least equal to a 500-dwelling unit project.

The Project is not subject to SB 610 as it does not meet the listed requirements.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the project site or if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Runoff currently flows toward the existing storm drain system, and development of the Project will not alter the amount of runoff the Project Site. The existing conditions and Project will result in an equal

amount of stormwater runoff (see discussion under Hydrology, above). A majority of the Project Site is covered with impermeable surfaces, and with development of the Project, the project site will continue to be covered with impermeable surfaces. Thus, no substantial increase in the rate or amount of surface runoff is expected to occur with Project development, and no stormwater drainage facility will be required to serve the Project. Therefore, no impact will occur.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come.

The Project will use 0.04 mgd (or 44 acre-feet per year). The 2010 Urban Water Management Plan projects a supply of 555,477 AFY in 2015.[60] Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand.

Overall, any project that is consistent with the General Plan has been taken into account in the planned growth in water demand. Therefore, the Project's water supply needs have already been accommodated within water supply projections for the region. In addition, **Mitigation Measures 17-6** to **17-8** would further ensure that impacts related to the project's water demand remain less than significant.

Mitigation Measures

17-6 Utilities (Local Water – Landscaping)

- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

[60] *2010 Urban Water Management Plan, Los Angeles, pg. 20: http://www.ladwp.com/ladwp/cms/ladwp014334.pdf, October 17, 2011.*

- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
  - Weather-based irrigation controller with rain shutoff
  - Matched precipitation (flow) rates for sprinkler heads
  - Drip/microspray/subsurface irrigation where appropriate
  - Minimum irrigation system distribution uniformity of 75 percent
  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
  - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. And greater.

17-7 Utilities (Local Water Supplies – All New Construction)

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

17-8 Utilities (Local Water Supplies – New Residential)

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.

- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Project's generation of 30,503 gpd (or 0.03 mgd) of wastewater would be accommodated as part of the remaining 88 mgd of treatment capacity currently available at HTP. Therefore, impacts to wastewater treatment would be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Solid waste from commercial developments within the City is contracted to private waste haulers. Most waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill (the "Sunshine Canyon Landfill") or the Chiquita Canyon Landfill. According to the state permit issued on July 7, 2008 (the next permit review date is July 7, 2013), the Sunshine Canyon Landfill is estimated to close in 2037. It has approximately 112.3 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy, and a maximum permitted daily intake of 12,100 tons per day (tpd).[61] As of June 30, 2011, Sunshine Canyon Landfill accepted approximately 9,000 tpd during the week and 3,000 tpd on Saturday

[61] *State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail, accessed October 6, 2011.*

(due to reduced hours of operation).[62] Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 3,100 tpd during the week.

Construction

Construction of the Project will generate minimal amounts of construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at local landfills.

Construction of the 12,785 square feet of new commercial space would generate approximately 51,400 pounds of construction waste. Construction of the 238,430 square feet of new residential would generate approximately 1,044,323 pounds of construction waste.[63] Project construction would generate a total amount of construction waste of 1,095,723 pounds (or 548 tons), and construction would last approximately 15 months (from November 2012 to February 2014). Therefore, project construction would generate approximately 1.8 tons per day of construction waste.[64]

Compliance with AB 939 would require a minimum of 50 percent of demolition and construction debris to be recycled. Because of the recycling of most of the solid waste generated by the construction of the Project, short-term construction impacts to landfills and solid waste services will be less than significant. Nonetheless, mitigation measures are recommended to further reduce the Project's already less than significant impacts (see **Mitigation Measures 17-9** and **17-10**).

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[62] *Sunshine Canyon Landfill Newsletter, Volume 7, Issue 2, July 2011, website: http://www.sunshinecanyonlandfill.com/home/newsletter/July_2011_Newsletter.pdf, accessed October 6, 2011.*

[63] *Based on 4.02 pounds of nonresidential construction multiplied by the 12,785 sf new commercial and 4.38 lbs for residential construction multiplied by 238,430 sf of new residential (Source: U.S. Environmental Protection Agency Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, Table A-2, page A-1).*

[64] *15 months x 20 working days per month = 300 working days. 548 tons/300 days =1.8 tpd.*

Mitigation Measures

Construction/Demolition

17-9 Utilities (Solid Waste Recycling)

To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

.17-10 Prior to the issuance of any construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.

Operation

As shown on Table IV-40, the Project will generate approximately 3,097 pounds per day of solid waste (or 1.55 tons per day). As discussed above, the Sunshine Canyon Landfill can accept 12,100 tpd (and currently accepts 9,000 tpd on weekdays and 3,000 tpd on Saturday), and could therefore accommodate the additional approximately 1.55 tpd increase in solid waste resulting from the Project. Further, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

The City has a standard requirement that applies to all proposed residential developments of 4 or more units which states that the development must set aside a recycling area or room for onsite recycling activities.[65] **Mitigation Measure 17-11** would ensure that solid waste is separated and disposed/recycled properly during operation. Therefore, the impact associated with solid waste during operation of the Project will be less than significant.

Mitigation Measure

17-11 Utilities (Solid Waste Disposal)

All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable

[65] *Correspondence with Ali Poosti, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, October 24, 2011.*

materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Table IV-40
Project Estimated Solid Waste

Land Use	Size	Solid Waste Rates	Total (lbs/day)
Project			
Commercial	12,785 sf	5 lbs/1,000 sf	64
Residential 1-bedroom	185 DU	12.23 lbs/DU	2,263
Residential 2-bedroom	63 DU	12.23 lbs/DU	770
		Total	**3,097**

Note: sf = square feet; DU = dwelling unit, lbs = pounds
Source: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/
Table: CAJA Environmental Services, October 2011.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project will be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan, which is the long-range solid waste management policy plan for the City, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills.

The Project will also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687 regarding recycling for all new construction and other recycling measures; the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials; and implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction.

Waste generated by the Project will not alter the projected timeline for landfills within the region to reach capacity. The Project will comply with federal, state, and local regulations, and impacts would be less than significant.

18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or

restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. The Project is located in a densely populated urban area and would have less than significant impacts with respect to biological and cultural resources. The Project will not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the Project will be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The Project will not combine with related projects to create a cumulatively significant impact in any of the environmental issue areas analyzed in the Draft IS/MND.

In particular, the Project and related projects are anticipated to comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. These resource areas (geology and soils, cultural resources, hazards and hazardous materials, and hydrology) are site specific so that each related project would need to be evaluated within its own site-specific context. Further, the cumulative traffic analysis for future year 2014 found that zero intersections would be significantly impacted by the Project in combination with the related projects (see Table IV-35, above).

Regarding aesthetics and land use, compliance with City design and land use standards would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Further, related projects would be individually evaluated for consistency with applicable land use standards. Aesthetics is a subjective resource area in which each project must be analyzed within its own local setting to determine whether visual character of a site is affected. In addition, the Project will not combine with other related projects to block significant viewsheds in the project vicinity. Any increase in area population from the increase of on-site employees and/or residents resulting from the Project and the related projects are anticipated to be within regional and local forecasts.

Demands on public services such as fire protection, police protection, schools, parks and recreational facilities, and libraries resulting from the Project will be less than significant with implementation of Code requirements and mitigation measures (where applicable). These Code requirements and mitigation

measures identified for the Project are standard Code requirements/mitigation measures from the City that would also apply to the related projects.

Demands on water consumption, wastewater generation, and solid waste generation resulting from the Project will be less than significant with implementation of provided mitigation measures, where applicable. These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the related projects.

Therefore, the Project's incremental contribution to cumulative impacts will be less than significant.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.

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