



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: DEC 09 2014

CASE: CPC-2006-9797-GPA-VZC-HD-CU-SPR-DB
CEQA: ENV-2006-9653-EIR, SCH#2007031159

Location: 6649-6687 W. Santa Monica Blvd, 1120-1122 N. Las Palmas Ave., 6624-6650 W. Lexington Ave.

Council District: 4 – LaBonge
Plan Area: Hollywood

Request: General Plan Amendment, Vesting Zone Change, Height District, Conditional Use, Site Plan Review, Density Bonus

Applicant: Eugene LaPietra, Book City News, Tinseltown Studios, LLC, Calico Industries, LLC
Rep.: Joel Miller, PSOMAS

At its meeting on November 13, 2014, the following action was taken by the City Planning Commission:

1. **Approved** a mixed-use project consisting of 695 residential units, including a 5% set-aside for Very Low Income households, and 24,900 square feet of retail and restaurant uses, as approved, and consistent with, VTT-67577-CN.
2. **Approved** pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the previously certified Environmental Impact Report (EIR), **ENV-2006-9653-EIR**, SCH No. 2007031159, for the above-referenced project; adopted the previously approved Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain; and, adopted the proposed Mitigation Monitoring Program and the required Findings for the adoption of the EIR.
3. **Advised** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and, that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.
4. **Approved** pursuant to Section 11.5.6 of the LAMC, a **General Plan Amendment** from 'Limited Manufacturing' to 'General Commercial'.
5. **Approved** pursuant to Section 12.32 of the LAMC, a **Vesting Zone Change** from [Q]M1-1VL-SN to [T][Q]C2-2D-SN and a Height District Change from '1VL' to '2D'.
6. **Approved** pursuant to Section 12.24-W,1 of the LAMC, a **Conditional Use** for the sale and/or dispensing of alcoholic beverages involving two restaurants for on-site consumption.
7. **Denied** a **Conditional Use** for the sale of alcoholic beverages for off-site consumption in conjunction with one convenience store, drug store, or specialty market for off-site sales.
8. **Approved** pursuant to Section 16.05 of the LAMC, **Site Plan Review** for a project which creates or results in an increase of 50 or more dwelling units.
9. **Approved** pursuant to Section 12.22-A,25, a **Density Bonus** of 12.1% (in lieu of the maximum allowable 20%) in exchange for a 5% set aside for Very Low Income households.
10. **Adopted** the attached modified **Conditions of Approval**.
11. **Adopted** the attached **Findings**.

RECOMMENDATION TO CITY COUNCIL:

1. **Recommend** that the City Council adopt a **General Plan Amendment** from 'Limited Manufacturing' to **General Commercial**.
2. **Recommend** that the City Council adopt a **Vesting Zone Change** from [Q]M1-1VL-SN to [T][Q]C2-2D-SN and a **Height District Change** from '1VL' to '2D'.
3. **Recommend** that the City Council adopt the certification of the Environmental Impact Report (EIR), **ENV-2006-9653-EIR**, SCH No. 2007031159, for the above-referenced project, and adopt the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain and adopt the proposed Mitigation Monitoring Program and the required Findings for the adoption of the EIR.

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: Ambroz
Seconded: Perlman
Ayes: Ahn, Cabildo, Katz, Segura, Dake-Wilson
Absent: Mack

Vote: 7 - 0



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

Effective Date/Appeals: The City Planning Commission's determination is appealable. Any aggrieved party may file an appeal within 20-days after the mailing date of this determination letter. Any appeal not filed within the 20-day period shall not be considered by the City Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

FINAL APPEAL DATE: DEC 29 2014

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

Attachments: Conditions of Approval, Findings, Map, Ordinance
City Planner: Luciralia Ibarra

**DETERMINATION LETTER
CPC-2006-9797-GPA-VZC-HD-
SPR-DB
MAILING DATE: 12/09/14**

Doug Haines
P.O. Box 93596
Los Angeles, CA 90093

Ferris Wehbe
1322 N. McCadden Place
Los Angeles, CA 90028

Louis Moreno
5427 La Mirada
Los Angeles, CA 90029

Jimmy Moreno
5427 La Mirada Avenue
Los Angeles, CA 90029

Allan Abshez
2029 Century Park East
Suite 2700
Los Angeles, CA 90071

Jim Altschuler
849 N. McCadden #7
Los Angeles, CA 90038

GIS/Fae Tsukamoto
City Hall, Room 825
Mail Stop #395

Eugene LaPietra
6655 Santa Monica Blvd.
Los Angeles, CA 90038

Jeff Luster
1200 W. Olympic Bl.
Los Angeles, CA 90015

John Readey
27865 Ruby
Mission Viejo, CA 92621

Mike Mishydan
5407 La Mirada Avenue
Los Angeles, CA 90029

Janet Tansgarun
5417 La Mirada Avenue
Los Angeles, CA 90029

Emile Valle
3445 La Clede Avenue
Los Angeles, CA 90039

Suriya Prasad
5419 La Mirada Avenue
Los Angeles, CA 90029

Renee Weitzer
Council District 4
City Hall, Room 480
Mail Stop #206

Joel Miller
PSOMAS
555 S. Flower Street
Los Angeles, CA 90071

Debbie Wehbe
1322 N. McCadden Pl.
Hollywood, CA 90028

Paul Hunt
1166 ½ Hobart Blvd.
Los Angeles, CA 90029

Robert Silverstein
215 N. Marengo, 3rd Fl.
Los Angeles, CA 91101

Thomas Wong
32123 Lindero Canyon Rd. #220
Westlake Village, CA 91361

Don Hunt
846 N. McCadden
Los Angeles, CA 90038

Luciralia Ibarra
City Planner
City Hall, Room 750
Mail Stop #395

FINDINGS

General Plan/Charter Findings

- 1. General Plan Land Use Designation.** On April 4, 2014, the City Council rescinded the previously adopted Hollywood Community Plan Update, which reverted the zone and land use designations of the subject site to those of the 1988 Hollywood Community Plan. The 1988 Hollywood Community Plan sets forth specific land use requirements and objectives for projects in the Hollywood area, designating the project site for Limited Manufacturing land uses with the [Q]M1-1VL-SN Zone. The plan sets standards and criteria for industrial lands, calling for the placement of employment “within a reasonable commuting distance from residential locations” and that the industrial lands be limited and restricted such that it avoids being a nuisance to other uses on adjacent properties. Moreover, it encourages the occupation of industrial lands “by the types of industry which are indigenous to Hollywood-motion picture and television production, radio studios, sound and recording studios, film processing studios, and motion picture equipment manufacturing and distribution.” The property is also subject to the Hollywood Signage Supplemental Use District.

The property contains approximately 5.69 net acres and is presently zoned [Q]M1-1VL-SN. Concurrent with the tract map, the applicant is seeking a General Plan Amendment, together with a Vesting Zone and Height District Change to [T][Q]C2-2D-SN, where the C2 Zone permits residential uses consistent with the R4 Zone as part of the previously approved tract map (VTT-67577-CN) and the Height District ‘2D’ allows for an FAR of 3.5:1.

- 2. General Plan Text.** The Hollywood Community Plan text includes the following relevant land use objectives, policies and programs:

“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 motion picture industry.”

“To make the provision of the housing required to satisfy the varying needs and desire of all economic segments of the Community, maximizing the opportunity for individual choice.”

“To promote economic well being and public convenience through:

- a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.
- b. Designating land for industrial development that can be so used without detriment (sic) to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
- c. Encouraging the revitalization of the motion picture industry.”

The project, identified as Alternative D – Modified Project with Office Component, in the EIR, would meet the aforementioned objectives through the provision of 695 residential units ranging in size from 500 square feet to 1,465 square feet and would include 31 units for Very Low Income households. The provision of 24,900 square feet of retail and restaurant uses, providing amenities in proximity to established residences in the vicinity and serving employees working in the nearby studio-related businesses.

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

The Project site is currently improved with a vacant 18,860 square-foot building (formerly Kodak Studios building) occasionally used as rental space for special events at the corner of Santa Monica Boulevard and Las Palmas Avenue, a 16,239 square-foot building operated by three nightclubs along Santa Monica Boulevard, four storage/warehouse structures totaling approximately 17,596 square feet of floor area within the interior of the project site, and a self-storage business with approximately 50,976 square and a 26,937 square-foot nightclub along Lexington Avenue. The project is an infill development, replacing the existing under-improved property. The site is surrounded by single-family homes and multi-family residences ranging in density from 2 units to 96 units across Lexington Avenue to the north in the RD1.5-1XL Zone, commercial and light industrial uses, including office, surface parking, film development laboratories, a photography studio, and a theater along Seward Avenue to the east in the [Q]M1-1VL-SN Zone, a lumber yard/building supply business is located to the southeast immediately adjacent to the site along Santa Monica Boulevard also in the [Q]M1-1VL-SN Zone, light industrial uses, including entertainment studios, an office, a gas station, and a retail store across Santa Monica Boulevard to the south in the MR1-1-SN Zone, and commercial and light industrial uses, including photo and film laboratories, office, auto repair, surface parking, a laundromat, a donut store, and a 7-Eleven are located along Las Palmas Avenue to the west in the [Q]M1-1VL-SN Zone.

The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the project site. Those objectives and policies seek, in part, to provide for the stability and enhancement of multi-family residential neighborhoods.

Land Use Element. With the provision of 24,900 square feet of retail and restaurant uses, the project would meet many commercial and industrial objectives and policies contained in the Land Use Element of the Los Angeles General Plan as follows:

- “Objective 3.14 Provide land and supporting services for the retention of existing and attraction of new industries.
- “Policy 3.14.5 Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:
- a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;
 - b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;
 - c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;

- d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;
- e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;
- f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;
- g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or
- h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.

With the General Commercial land use designation, the project would locate retail/restaurant amenities in proximity to the adjacent employment center which supports the entertainment industry. The location of retail and restaurant uses together with housing helps achieve a jobs-housing balance called for in the Hollywood Community Plan. Moreover, the proposed project would replace nightclubs on the project site with the provision of jobs, retail and restaurant amenities, and housing. The project provides an opportunity for transitional development that is considerate of the established low medium density residential neighborhood located immediately to the north together with the commercial and light industrial uses to the east, west, and south.

The project would be located along Santa Monica Boulevard, which is served by several Metro, LADOT Dash, and West Hollywood City bus lines, and is less than a mile from the Metro Red Line (Hollywood/Highland). It would provide opportunities for employees and visitors to use transit and reduced vehicle trips and vehicle miles traveled. The concentration of development adjacent to several transit options would promote the use of public transit for employees and visitors to the project site. Furthermore, with the 15-foot wide sidewalks and the ground floor retail, the project would enhance the adjacent community by improving the aesthetic and pedestrian-oriented environment along Santa Monica Boulevard. The spacious sidewalks would continue along the project edge on Las Palmas Avenue and Lexington Avenue to provide a sense of continuity with the community. By creating retail and office uses, the project will not only bring more jobs closer to their residents and increase transit ridership, but would help reduce congestion and vehicle dependency, improving the pedestrian experience along a stretch of Santa Monica that has seen little recent development.

Housing Element. Since the proposed development involves approximately 695 multi-family residential units, the Housing Element of the General Plan would be applicable to the Project. The Housing Element (2013-2021), includes objectives and policies meant to meet housing and growth challenges in a manner that improves the quality of life of City residents. The project would satisfy many objectives and policies, including:

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

Policies: 1.1.1 – Expand affordable home ownership opportunities and support current home owners in retaining their homeowner status.

1.1.2 – Expand affordable rental housing for all income groups that need assistance.

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

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

Objective 2.1: Promote safety and health within neighborhoods.

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

Policies: 2.2.3 – Promote and facilitate a jobs/housing balance at a citywide level.

2.2.5 – Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

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

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

Policy: 2.5.2 – Foster the development of new affordable housing units City wide and within each Community Plan area.

The provision of 695 residential units, including 31 which will be set aside for Very Low Income households satisfies the Housing Element's objectives of providing affordable housing opportunities within the Hollywood Community Plan area. Locating these residential units together with service-sector and office-oriented jobs expands the employment opportunities for future residents, but also satisfies the jobs-to-housing balance called for in the objectives. The development of this project does not displace tenants or remove existing housing stock. It results in a net increase of new housing, commercial opportunities and infrastructure and enhances the livability and quality of life for area residents, employees and visitors.

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

4. The **Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject Project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
5. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.
6. **Charter Findings - City Charter Sections 556 and 558 (General Plan Amendment).**

Charter Section 556: The project is in compliance with Charter Section 556 in that it is in general conformance with the purposes, intent and provisions of the General Plan. The proposed Plan Amendment will result in the construction of 695 residential units, including 31 units for very low income qualified tenants, in close proximity to jobs and services including the expanding studio uses to the south of Santa Monica Boulevard in the Hollywood Community Plan area. Santa Monica Boulevard is a major transit route located on State Highway 2 which includes both Rapid Bus Lines and multiple local bus lines. The amendment will also help stabilize the long existing residential neighborhood to the north of Lexington Avenue by removing incompatible entertainment and declining industrial uses with a use that combines needed commercial uses with a mixed use project scaled to be compatible with the existing residential neighborhood to the north of Lexington. The new project will also help screen this existing residential area from the higher intensity commercial and industrial uses south of Santa Monica Boulevard.

The project will enhance pedestrian movement in the area by widening sidewalks on Las Palmas and Seward Avenues where the sidewalks are only three feet wide. The project will also eliminate a large number of curb cuts and widen the sidewalk on Lexington Avenue and on Santa Monica Boulevard. It will provide a mid-block paseo between Lexington and Santa Monica open to the public. It would place a large mixed-use residential and commercial development adjacent to a major State Highway with extensive transit routes as well as provide needed restaurant and retail commercial uses adjacent to a resurgent area of studio and studio service development to the south of Santa Monica Boulevard.

The project will provide an adequate mix of 695 residential units including 31 units for very low income residents in close proximity to the increased activity of the motion picture and entertainment industry to the south of Santa Monica Boulevard as well as nearby transit routes to the north along Highland and Cahuenga Avenues to the burgeoning commercial areas along Sunset and Hollywood Boulevards.

Charter Section 557: In accordance with Charter Section 557, the project would satisfy Public Convenience, General Welfare and Good Zoning Practice by providing 695 residential units and 24,900 square feet of commercial development in close proximity to major rapid transit lines and major employment nodes within both the Hollywood Community Plan area and major commercial areas to the west along Santa Monica Boulevard in Century City, Beverly Hills and West Hollywood. It will also eliminate a number of incompatible entertainment uses from close proximity to an established residential neighborhood and replace abandoned office and self-storage uses with an active mixed use residential and commercial development with a mix of income ranges. The general commercial land use designation is compatible with existing uses to the north of Santa Monica Boulevard which, though industrially zoned, have consistently been developed with office, retail, self-storage, lumber and media related uses which can all be operated in a C2 Zone while buffering the residential area to the north of

Lexington Avenue from the more intense industrial uses to the south of Santa Monica Boulevard. The development of the project with state of the art noise and air quality measures required by the project Environmental Impact Report will also protect project residents from these same more intense uses to the south.

7. General Plan Amendment Findings

a. **The General Plan Amendments Will Further the Purposes, Intent and Provisions of the Hollywood Community Plan.**

The 1988 Hollywood Community Plan Community Plan calls for the coordinated development that furthers 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.” Moreover, while the 1988 Hollywood Community plan allows for changes to zones to be considered under the procedure established in “the Los Angeles City Charter and the Los Angeles Municipal Code.” The proposed mixed-use project, with 695 residential units, 24,900 square feet of retail and restaurant uses is consistent with the proposed General Plan Amendment to General Commercial. Under the existing land use designation (Limited Manufacturing), residential uses are not permitted. With the proposed the General Commercial land use designation, the project will be able to locate high density housing near an established residential neighborhood, which immediately abuts the site. The proposed mixed-use project and General Plan Amendment are consistent with the following relevant objectives and policies that meet the Community Plan’s goals:

- Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area
To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.*
- Objective 2: To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010.*
- Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*
- Objective 4: To promote economic well being and public convenience through:*
- a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.*
 - b. Designating land for industrial development that can be so used without deterrent [sic] to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.*
 - c. Encouraging the revitalization of the motion picture industry.*

The project will provide a mixed-use development that will be compatible with the single-family homes and multi-family residences to the north across Lexington Avenue in the RD1.5 Zone, as well as 24,900 square feet of retail and restaurant uses will not only

serve area residents, but will provide much-needed amenities to the established employment center otherwise known as the Hollywood Media District.

The project appropriately locates the proposed retail, restaurant, and commercial office uses along Santa Monica Boulevard which not only abuts other commercial uses but activates pedestrian activity. The project will further enhance pedestrian safety by providing 15-foot wide sidewalks in lieu of building to the property line. This widened sidewalk will allow for a safe pedestrian thoroughfare while accommodating sidewalk dining and gathering areas, a significant improvement from the 5-foot sidewalk that currently abuts the site. The residential uses will be located along the upper levels of Buildings 1 and 2, which front Santa Monica Boulevard, and occupy the four remaining buildings located within the interior of the project site and along the Lexington Avenue frontage. Vehicular access is limited to Las Palmas Avenue and Santa Monica Boulevard, to further protect the established residential neighborhood to the north from intrusion resulting from the new development.

The residential component of the project includes 695 new dwelling units ranging from 500 square feet to 1,465 square feet, within studios, one-, and two-bedroom units, and has set aside 5% (31 dwelling units) for Very Low Income households. As such, the project provides a range of units that not only expands housing opportunities, but includes units for low income households.

The project will replace two nightclubs, a vacant Kodak building, and various storage structures with a new mixed-use structure that allocates commercial office space aimed at supporting the production-oriented businesses in the immediate vicinity together with and retail uses and housing opportunities. The project aims to achieve the jobs-housing balance with new investment intended to meet the needs of a diverse and mixed-use neighborhood. The uses will meet various needs of residents, employees, and visitors, with a generous amount of open space, sidewalks, and amenities serving all segments of the community, furthering the intent, purpose, and objectives of the Hollywood Community Plan.

b. The General Plan Amendment Will Further the Purposes, Intent and Provisions of the General Plan Framework

The General Plan Framework was originally adopted in 1996 and re-adopted by the City Council in 2001. The General Plan Framework is a strategy for long-term growth in the City of Los Angeles, and it sets a citywide context to guide development of community plans and other General Plan elements. Implementation of the General Plan Framework is achieved through the various updates of community plans, ordinances, standards and guidelines, as well as through development-review procedures for projects submitted by a private property owner or developer. Based on the following objectives and policies, the proposed Project meets the following objectives and policies of the City's adopted General Plan Framework:

Land Use. With the provision of 24,900 square feet of restaurant and retail uses, the project would meet many commercial and industrial objectives and policies contained in the Land Use Element of the Los Angeles General Plan as follows:

“Objective 3.14 Provide land and supporting services for the retention of existing and attraction of new industries.

- "Policy 3.14.2 Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).
- "Policy 3.14.5 Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:
- a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;
 - b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;
 - c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;
 - d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;
 - e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;
 - f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;
 - g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or
 - h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.

The project site is within an area currently designated by the Hollywood Community Plan as being designated for Limited Manufacturing land uses, which encourages development of industrial uses which support the entertainment industry as it relates to movie, television, and media production. However, it prohibits the development of residential uses. The General Plan Amendment to General Commercial not only supports the inclusion of 24,900 of pedestrian oriented retail and restaurant uses, but permits the development of multi-family residences that is a more appropriate development adjacent established residential neighborhood immediately to the north. As currently zoned and designated, a purely industrial development would likely result in adverse impacts to the residences in the RD1.5 Zone across Lexington Avenue. The proposed project would replace nightclubs on the project site with the provision of jobs, retail and restaurant amenities, and housing. The project offers a transitional development between the single- and multi-family residences located north of the project site and the commercial and light industrial uses to the east, west, and south.

Housing Element. The Housing Element (2013-2021), includes objectives and policies meant to meet housing and growth challenges in a manner that improves the quality of life of City residents. The project would satisfy many objectives and policies, including:

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

Policies: 1.1.1 – Expand affordable home ownership opportunities and support current home owners in retaining their homeowner status.

1.1.2 – Expand affordable rental housing for all income groups that need assistance.

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

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

Objective 2.1: Promote safety and health within neighborhoods.

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

Policies: 2.2.3 – Promote and facilitate a jobs/housing balance at a citywide level.

2.2.5 – Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.

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

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

Policy: 2.5.2 – Foster the development of new affordable housing units City wide and within each Community Plan area.

The provision of 695 residential units, including 31 which will be set aside for Very Low Income households satisfies the Housing Element's objectives of providing affordable housing opportunities in the City, and the Hollywood Community in particular. Locating these residential units together with service-sector and office-oriented jobs expands the employment opportunities for future residents, but also satisfies the jobs-to-housing balance called for in the objectives. The development of this project does not result in displacement of tenant or removal of existing housing. The project will produce a net increase of new housing, together with new commercial investment and infrastructure, thereby enhancing the livability and quality of life for area residents, employees and visitors.

c. The Proposed General Plan Amendment Would Serve the Public Necessity, Convenience and General Welfare of the City of Los Angeles.

The General Plan Amendment to General Commercial will provide a mixed-use development that appropriately addresses the mixed-use nature of the community, providing housing near an existing residential community and providing new employment opportunities in a studio- and media-related employment center. The general plan amendment together with the project, will serve the public necessity, convenience and general welfare of Hollywood and the City of Los Angeles by making the land use designation of the project site consistent with the adjacent residential and industrial neighborhoods, while also meeting the identified housing needs of the community. The site's current General Plan designation does not provide for an economically viable residential development, nor does it provide for a range of housing stock that will meet the needs of residents of with different household sizes.

8. Zone Change and Height District Change Findings

a. Pursuant to LAMC Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The property is located within the Hollywood Community Plan, classified within the Limited Manufacturing land use designation with a corresponding zone of M1. It is within the [Q]M1-1VL-SN Zone and is not subject to a specific plan area. The property is, however, located within the Hollywood Signage Supplemental Use District and the Los Angeles State Enterprise Zone. The 5.9-acre property is an irregular-shaped lot with an approximate frontage of 353 feet along Lexington Avenue to the north, 264 feet along Las Palmas Avenue to the west, and 433 feet along Santa Monica Boulevard to the south. Santa Monica Boulevard is a Major Highway Class II and a recognized State Highway with a variable 80- to 90-foot width along the project site's southern boundaries, Las Palmas Avenue is a Local Street with a variable 50- to 55-foot width along the project site's western boundaries, and Lexington Avenue is a Local Street with a 50-foot width along the project site's northern boundaries.

The proposed zone change/height district change would lead to a development that would be deemed consistent with public necessity, convenience, general welfare and good zoning practice. The project site is immediately adjacent to an established single- and multi-family residential community to the north in the RD1.5 Zone across Lexington Avenue, with commercial and light industrial uses to the east, west, and south in the M1, CM, and MR1 Zones. The Zone Change from M1 to C2 Zone will not only allow high density housing in proximity to existing employment opportunities, but would allow for media- and production-related office uses permitted by right in the C2 Zone. The Zone Change will therefore not provide for any significant departure from the uses permitted elsewhere in the neighborhood, and the FAR of 3.5:1 within HD 2, permits the project with the appropriate flexibility to accommodate a mixed-use development that locates jobs, retail uses, and high density housing in proximity to an established entertainment-oriented job's center. As called for in the Hollywood Community Plan, this project would maintain an office component that would further enable investment in Hollywood as the center for movie/television/media-related production. It would replace an underutilized site, currently improved with nightclubs and warehouse structures, with a new development that achieves a

jobs-housing balance, fosters entertainment-related uses, increases pedestrian activity, and provides new housing and job opportunities.

Upon completion of the project, the project will provide 695 residential units, 24,900 square feet of community-serving restaurant and retail uses within an FAR of 3.5:1. It will provide the mixture and density of uses necessary to ensure the project support the vitality of the existing community while supporting this area known as the Hollywood Media District, encouraging jobs and services consistent with the goals and objectives of the Hollywood Community Plan.

At the same time, the inclusion of substantial public and common open space, with 123,501 square feet of open space in lieu of the approximate 93,075 square feet required by code. The open space will be provided in the form of 50 square-foot private balconies and approximately 30,417 square feet in common courtyard areas, and a 40-foot wide pedestrian passageway linking Santa Monica Boulevard to Lexington Avenue. The ground floor retail and restaurant areas will activate the sidewalks, enhancing the neighborhood and creating public gathering areas which increase the walkability of the area. The project design will also enable pedestrians to pass through the project with a mid-block connection from Santa Monica Boulevard north to Lexington Avenue, with an open-air pathway that is landscaped and open to residents and the public alike. As such, the project will provide open and green space, walkways, plazas and other gathering spaces and connections necessary to promote pedestrian linkages between the project, the existing transit system, and the greater Hollywood community.

The project is consistent with the General Plan and the Hollywood Community Plan because it provides uses encouraged by the plans, promotes orderly development, encourages a jobs-housing balance, and promotes public safety and the general welfare. Therefore, approval of the Vesting Zone and Height District Change is beneficial to the public necessity, convenience and general welfare, and is representative of good zoning practice.

- b. The action, as recommended, has been made contingent upon compliance with the "T" and "Q" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

9. Conditional Use Findings – On-Site Sales

Conditional Use (Sale of alcoholic beverages). Conditional Use Findings for the sale or dispensing of alcoholic beverages for on-site consumption at two restaurant establishments in the C2 zone pursuant to LAMC, Section 12.24-W,1.

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

The project proposes to replace the existing nightclubs (with on-site alcohol sales), storage structures, and a vacant studio building with a new mixed use development consisting of housing, office, restaurant, and retail uses. The intensity of the mix and types of uses within the development will complement the

existing character of development within the immediate community, which caters to residents and employees and for the commercial and media-related businesses in the vicinity. The proposed project will add to Hollywood's identity as an entertainment-oriented and business-friendly destination, and will include housing near an established employment center. The development of an underutilized site will satisfy the Hollywood Community Plan's vision of the area as an entertainment center for the entire region, with a project that is "compatible with existing commercial development, surrounding residential neighborhoods, and the transportation and circulation system."

The provision of restaurants within the project will not only replace the operation of two nightclub buildings with on-site alcohol sales, but will serve on-site residents and employees and broaden the availability of dining options to employees and visitors in the vicinity. The inclusion of on-site alcohol sales in conjunction with restaurant service is an integral part of operations and will function as part of an assemblage of uses meant to enhance the visitor experience that can be accessed residents, employees, and tourists.

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

The project site is located within the Hollywood Community Plan Area. The requested general plan designation to General Commercial land uses and a corresponding zone of C2 allows for a mixed-use development as the proposed project which not only provides for the development of new housing opportunities, but augments the City's supply of business and employment opportunities to support Hollywood as an entertainment center. To support these uses, retail and restaurant amenities are integral to activating the activities or residents, employees, and visitors alike. with the corresponding C4-2D-SN Zone.

The project site encompasses 5.9 acres of land in a highly urbanized setting located on Santa Monica Boulevard between Las Palmas to the west and Seward Street to the east. The project site is surrounded by a diversity of media- and studio-related venues, commercial businesses, and single-family homes and multi-family residences. The intensity and scale of the mixed-use project is consistent with the objectives and policies of the Hollywood Community Plan, which calls for services which contribute to the economic well-being of the community, that provides housing to serve all economic segments, and that balances growth and protects investment to the extent feasible. The provision of on-site alcohol sales in conjunction with the operation of restaurants in the mixed-use development within walking distance of residences and employers will augment economic investment in the community where the sale of alcohol is inherent in the operation of these businesses. The project's mix of uses is compatible with, and compliments, the character of development and the land uses prevalent within the community and will improve the economic integrity of the community by replacing nightclub uses, storage structures and a vacant studio building with a project providing increased housing, employment, and economic activity.

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

The Hollywood Community Plan is silent on the sale of alcohol, however, the General Plan Framework for General Commercial calls for a diversity of retail sales and services, office and other uses allowed in the C2 Zone to serve surrounding neighborhoods. In addition, the Framework's discussion on Economic Development seeks the establishment 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." In addition, it provides policies seeking services and commercial uses which support the community, while encouraging "retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments." The alcohol sales for on-site consumption proposed in connection with the project will be consistent with these policies and will simultaneously provide an amenity to project residents and employees that augments the function and operation of this area as jobs center, a media district, and which enhances the quality of life for nearby residences.

ADDITIONAL REQUIRED FINDINGS FOR THE SALE OF ALCOHOL

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

The proposed sale of alcohol for on-site consumption will be in conjunction with the operation of two restaurants proposed as part of the mixed-use development. The pertinent community in this instance consists of an established residential neighborhood immediately to the north, and several media- and studio-related businesses, including employees and tourists. The addition of alcohol sales within this development is an enhancement of the types of amenities not currently available in the community. The Hollywood Community Plan calls for commercial uses that promote pedestrian activity and which supports this area as an entertainment and employment center for Hollywood. The project has been conditioned herein to ensure that future operators seek individual plan approvals for the two proposed establishments which will impose specific conditions pertaining to the type of alcohol, hours of operation, noise, security, and other regulations to ensure that there is no detrimental impact to the community and furthers the City's goal to ensure that the establishments not become a nuisance or require additional resources of LAPD to monitor and enforce.

- e. **The granting of such application will not result in an undue concentration in the Area of establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of such establishments within a one thousand feet radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the Area.**

The property is located within Census Tracts 1919.01, where the State's Department of Alcoholic Beverages Control (ABC) has allocated 3 on-site and 2 off-site licenses. Currently, Census Tract 1919.01 has 9 licenses for on-site sales and 5 licenses for off-site sales. Based on state licensing criteria, there is an overconcentration of licenses in the census tracts, however, allocation of licenses does not take into consideration the types land uses or the pattern and intensity of development of the area in which the census tracts are located.

Overconcentration is determined by a census tract's existing population compared to the total number of alcohol licenses within the same census tract. Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Overconcentration is not undue, however, when approval of a license does not negatively impact the area, and such license benefits the public welfare and convenience. In this instance, the project will replace two nightclubs on the project site, each with a license for on-site sales, with two restaurants with on-site alcohol sales. Here, the alcohol licenses are centered along Santa Monica Boulevard, a commercial thoroughfare which also serves as a job's center in Hollywood's Media District. Although the Census Tract is numerically over-concentrated, the project will not adversely affect community welfare because it is a desirable mixed use development appropriately situated in a portion of the City designated for such uses. The growth of the community and increasing demand for a mix of uses and services also creates the demand for additional on-site sales of alcoholic beverages. While licensing criteria may see this as overconcentration, it is in fact a reflection of demand by the community for greater options with regard to dining. The Hollywood area is an entertainment and jobs center, and the development of a mixed-use project along an active commercial and industrial corridor is an appropriate location to offer alcohol with restaurant service.

According to statistics provided by the Los Angeles Police Department's Crime Statistics, within Crime Reporting District No. 665, which has jurisdiction over the subject property, a total of 162 Part I crimes and 941 arrests for Part II crimes were reported in 2013. The Part I crimes in this district is less than the city-wide average of 180 offenses and the high crime reporting district of 216 crimes for the same reporting period.

The crime data indicate the census tract where the subject site is located has a crime rate below the citywide average. Of the 941 arrests for Part II crimes, approximately 15% were related liquor law violation, 5% for being under the influence of alcohol, and approximately 5% for driving under the influence. Crime reporting statistics for 2014 are not yet available. The crime statistics in this area of Hollywood are less than those reported citywide. Moreover, the subsequent Zoning Administrator plan approval process will ensure that each of the project's venues will operate in a safe and secure manner. Therefore, the approval of the conditional use will not contribute to an undue overconcentration of premises for the on-site sale and consumption of alcoholic beverages.

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

The project site is located in a highly urbanized and media-related industrial and commercial district within Hollywood. The vicinity of the project site contains single-family homes and multi-family residences together with some commercial uses and media-related production studios and businesses.

The following sensitive uses are within 1,000 feet of the property: Hollywood School House at 1233 McCadden Place, Beverly Hills RC School at 6550 Fountain Avenue, De Longpre Park at 1350 North Cherokee Avenue, Hollywood Recreation Center at 1122 Cole Avenue, Kingdom Hall of Jehovah's Witnesses at 1221 Cole Avenue, Bancroft Middle School at 929 North Las Palmas Avenue, and ABC Education Center at 1129 Cole Avenue. A finding of public convenience and welfare will be required from the City Council pursuant to AB 2897, Caldera Legislation. Because the development of this site will replace two on-site sales licenses currently active within the nightclub uses, with two restaurants serving alcohol on-site in conjunction with food service, it will not result in an undue concentration, and will not increase the number of licenses within the area as a result of this project.

The intensity of commercially improved and studio-related uses would increase the availability of such amenities to both employees and visitors alike. The restaurant establishments will be located along Santa Monica Boulevard, approximately 600 feet from the closes residences, which are located to the north of the subject site along Lexington Avenue. As such, the sale of alcoholic beverages will enhance rather than detrimentally affect nearby residentially zoned communities.

10. **Conditional Use Findings – Off-Site Sales**

Conditional Use (Sale of alcoholic beverages). Conditional Use Findings denying the sale of alcoholic beverages for off-site consumption in the C2 zone pursuant to LAMC, Section 12.24-W,1.

- a. **The project will not enhance the built environment in the surrounding neighborhood or perform a function or provide a service that is essential or beneficial to the community, city or region.**

The sale of a full line of alcohol for off-site consumption within the proposed commercial component of the proposed project will not provide a service that is essential or beneficial to the local community. Currently, there are seven sites selling alcoholic beverages within a four block radius of the project site. They include a 7-Eleven mini-market directly across Las Palmas Avenue from the site, a new Walgreens Drug Store at the corner of Santa Monica and Highland Avenue, a full line liquor store at McCadden Place and Santa Monica, a full line liquor store at Seward Avenue and Santa Monica, an beer and wine sales at a gas and service station (Arco) at Highland Avenue and Fountain Avenue, a grocery delivery service offering a full line of alcohol at Lexington and Mansfield Avenues, and an restaurant and gourmet shop (The Corner) offering on- and off-site sales of beer and wine at Highland and Lexington Avenues. The residential community to the north and the industrial area to the south are both amply served by these seven outlets within walking distance of one another for the sale of alcohol for off-site consumption. As the proposed market or other facility for off-site sales is not fully developed as a part of the project including size and location within the facility, there is no current need to approve such a facility at this time. When the

commercial portion of the project has plans that are fully developed, an applicant is still permitted to file for an off-site license under a separate application to the Office of Zoning Administration.

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

The proposed mixed use development will in itself will be compatible with and will not adversely affect or degrade nearby residential, commercial and industrial properties or the surrounding neighborhood. The existing development on the site includes a large storage facility, vacant office buildings and three night clubs. The proposed off-site sale of alcoholic beverages was applied for as part of a Master Permit for alcohol sales along with two on-site sales permits for two proposed restaurants. While staff has recommended approval for the two on-site licenses because restaurant patrons often request alcoholic beverages to accompany their meals, and it is difficult for restaurants to survive without such service in a highly competitive business, staff is recommending disapproval of the off-site license because it is not known at this time what kind of facility would be selling the alcohol. Off-site sales are often problematic and cause added police problems from people drinking in their automobiles or drinking in public. There is a park located at Santa Monica and Cahuenga Boulevard approximately a third of a mile east of the site. Until such time as an operator for the permit is identified and the business's mode of operation is determined, staff believes that it is premature to grant such a license nor to attempt to condition an unknown business.

- c. **The project will not substantially conform with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

The project, itself, will conform to the purpose, intent and provisions of the Hollywood Community Plan as expressed elsewhere in this determination. The request for off-site sales of a full line of alcohol from an as yet undefined commercial space has been denied. The Plan is silent on the issue of alcohol sales for either on- or off-site consumption, but it does have a policy that future commercial development should be compatible with existing commercial development, surrounding residential neighborhoods and the transportation and circulation system. The approval of an eighth off-site alcohol permit within an approximate 1,500 foot stretch of the project site without knowing the mode of operation of the establishment would be inconsistent with this policy. Once it is determined what kind of commercial use is to be operated at the site so that the mode of operation can be determined by a decision maker, that is the time for the filing of an off-site license when proper findings and conditions can be determined for the use.

ADDITIONAL REQUIRED FINDINGS FOR THE SALE OF ALCOHOL

- d. **The proposed use will adversely affect the welfare of the pertinent community.**

The subject project's retail commercial area fronts on Santa Monica Boulevard. The project will be a mixed use development with residences located above the

commercial portions of the buildings facing Santa Monica. The site is located directly to the south of a large residential area to the north of Lexington Avenue. The 1,500 foot length of Santa Monica Boulevard from Highland Avenue east to Seward Street includes four existing off-site alcohol sales sites including two liquor stores, a 7-Eleven and a Walgreens Drug Store, with three more being located along Highland and Mansfield Avenues. The mode of operation of the proposed off-site sales site in the complex is unknown at this time. Staff believes that it is inappropriate to grant an off-site license at this location with eight other off-site licenses within 1,500 feet of either side of the project site. Once the commercial space is developed and the size of the leasehold is determined, a more informed decision can be made on off-site sales from the structure when the mode of operation of the future user can be determined.

- e. **The proposed use will result in an undue concentration of premises for the sale or dispensing of alcoholic beverages in the area of the City involved giving consideration to applicable State laws and the California Department of Alcoholic Beverage Control's guidelines for undue concentration, the crime rate in the area, and whether revocation or nuisance proceedings have been initiated for any use in the area.**

The property is located within Census Tracts 1919.01, where the State's Department of Alcoholic Beverages Control (ABC) has allocated 3 on-site and 2 off-site licenses. Currently, Census Tract 1919.01 has 9 licenses for on-site sales and 5 licenses for off-site sales. Based on state licensing criteria, there is an overconcentration of licenses in the census tracts, however, allocation of licenses does not take into consideration the types land uses or the pattern and intensity of development of the area in which the census tracts are located.

Census Tract 1919.01 is bounded by La Brea Avenue on the west, Fountain Avenue on the north, Seward Street on the east and Willoughby Avenue on the south. The area contains residential areas north of Lexington Avenue, the commercial strips on the La Brea, Santa Monica and Highland and the industrial areas to south of Lexington. Because of the commercial strips on these major streets, the chance of a large number of off-site alcohol sales sites is high. The major problem with this particular application is that there are seven off-site sales sites within a 1,500 foot radius of the project site, in a Census Tract that is otherwise over concentrated according to the ABC criterion.

According to statistics provided by the Los Angeles Police Department's Crime Statistics, within Crime Reporting District No. 665, which has jurisdiction over the subject property, a total of 162 Part I crimes and 941 arrests for Part II crimes were reported in 2013. The Part I crimes in this district is less than the city-wide average of 180 offenses and the high crime reporting district of 216 crimes for the same reporting period. Part II crimes resulted in 941 arrests. This included 15% which were related to alcohol consumption. Because of the numerical overconcentration of off-site consumption licenses in the area and the concentration of off-site licenses within 750 feet of either side of the project, staff does not believe that an off-site alcohol permit should be granted to the site until such time as the operator and the mode of operation is known to the decision maker.

- f. **The proposed use will detrimentally affect nearby residential zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are within 1,000 feet of the property: Hollywood School House at 1233 McCadden Place, Beverly Hills RC School at 6550 Fountain Avenue, De Longpre Park at 1350 North Cherokee Avenue, Hollywood Recreation Center at 1122 Cole Avenue, Kingdom Hall of Jehovah's Witnesses at 1221 Cole Avenue, Bancroft Middle School at 929 North Las Palmas Avenue, and ABC Education Center at 1129 Cole Avenue. A finding of public convenience and welfare will be required from the City Council pursuant to AB 2897, Caldera Legislation. While staff is recommending the granting of two on-site licenses for the development, it should be understood that the two on-site licenses are replacing three existing on-site licenses for the existing nightclubs on the site. The off-site license is viewed differently because it is a different type of license and is not replacing an existing license on the site. It is a new license in an area which has an overconcentration of such licenses. Because the operator and mode of operation are not known at this time, staff does not believe that such a conditional use permit should be granted at this time. That does not preclude a later application after an operator and mode of operation have been determined by the property owner of the project.

11. SITE PLAN REVIEW FINDINGS

- 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 subject site is currently designated "Limited Manufacturing" by the Land Use Element of the General Plan, and specifically, the Hollywood Community Plan. In order to develop the mixed-use project and achieve the desired Floor Area Ratio ("FAR"), a General Plan Amendment is requested to General Commercial, together with a Zone and Height District Change to [T][Q]C2-2D-SN is required. The property is not subject to regulations from a redevelopment area or specific plan area.

The overall goals of the General Plan are to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social, and physical health of the City, and to guide the development of communities to meet existing and anticipated needs of this population. The project will meet the goals of the General Plan by providing a transit-oriented development which includes jobs-producing commercial office, neighborhood-serving commercial uses, as well as housing options across a wide range of costs and sizes to meet market demand in Los Angeles and in Hollywood in particular.

The project site is within an area identified in the Hollywood Community Plan as being designated for Limited Manufacturing land uses, which encourages development of industrial uses which support the entertainment industry as it relates to movie, television, and media production. With the proposed general

plan amendment to General Commercial, however, the development will locate much-needed housing near an established employment center, replacing nightclubs on the project site with the provision of jobs, retail and restaurant amenities, and housing. The project also provides an opportunity to introduce transitional development that is considerate of the established low medium density residential neighborhood located immediately to the north together with the commercial and light industrial uses to the east, west, and south.

The project would be located along Santa Monica Boulevard, which is served by several Metro, LADOT Dash, and West Hollywood City bus lines, and is less than a mile from the Metro Red Line (Hollywood/Highland). It would provide opportunities for employees and visitors to use transit and reduce vehicle trips and vehicle miles traveled. The concentration of development adjacent to several transit options would promote the use of public transit for employees and visitors to the project site. Furthermore, with the 15-foot wide sidewalks and the ground floor retail, the project would enhance the adjacent community by improving the aesthetic and pedestrian-oriented environment along Santa Monica Boulevard. The spacious sidewalks would continue along the project edge on Las Palmas Avenue and Lexington Avenue to provide a sense of continuity with the community. By creating retail and office uses, the project will not only bring more jobs closer to their residents and increase transit ridership, but would help reduce congestion and vehicle dependency, improving the pedestrian experience along a stretch of Santa Monica that has seen little recent development.

LAMC

In addition to the requested General Plan Amendment and Zone and Height District Change, the Applicant is requesting:

Affordable Housing – Pursuant to State Law (Govt. Code Sections 65915-18) (“SB 1818”) and City Ordinance No. 179681, the project is entitled to a density bonus because the project will provide 5% of the site’s units for Very Low Income units.

Site Plan Review – For a project creating a net increase of 50,000 gross square feet of nonresidential floor area and/or an increase of 50 or more residential units.

Conditional Use Permits for Alcohol Sales (“CUB”) – Two CUB approvals are required in connection with the sale of a full line of alcoholic beverages for on-site consumption within the project’s proposed restaurants.

With approval of all of the entitlements requested by the Applicant, the Project will comply with all applicable provisions of the LAMC, including provisions concerning LAMC parking, height, setback, open space and landscaping.

- 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, which is or will be compatible with existing and future development on neighboring properties.**

The project will construct 695 residential units and 24,900 square feet of retail and restaurant uses. The project will include several outdoor courtyards, a 40-foot wide pedestrian passageway, and private balconies totaling approximately 123,501 square feet of open space, well above the approximate 93,075 square feet required by code. The project will include 1,391 parking spaces, in excess of the 1,240 required by the LAMC for projects including affordable units and for commercial uses in the Los Angeles State Enterprise Zone. The buildings will range from six to eight stories and a height of 62 to 91 feet. Rather than occupy the entire site, the mixed-use development will be provided in a series of six buildings with the commercial uses being located along Santa Monica Boulevard within Buildings 1 and 2, and the remaining 4 structures being occupied exclusively with residential units. The project will remain residential along Lexington Avenue where the project abuts the established single- and low-density multifamily residences to the north.

Vehicular access will be provided along Santa Monica Boulevard and Las Palmas Avenue with two 28-foot wide driveways will each provide ingress and egress to one full level of subterranean and one partially subterranean parking level serving the project site. The underground parking has areas designated for commercial and guest parking, trash collection, and has sufficient space for on-site loading for the retail component. The project will provide 15-foot wide setbacks, in excess of the 0-foot setbacks permitted in the C2 Zone, along all frontages of the project, allowing for generous gathering spaces, outdoor dining, and enhancing pedestrian safety.

The project will be compatible and consistent with the surrounding uses in the neighborhood. The project's contemporary architectural design, landscaping plan, and provision of significant open space will greatly enhance the aesthetic appeal of the site and surrounding area. As detailed below, the project's mix of commercial and residential uses, together with the generous provision of parking, open space, and sidewalk areas, and amenities will be compatible with and sensitive to existing and future development on the neighboring properties.

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

Residents of the project will benefit from four courtyard and recreation areas, as well as a 40-foot wide pathway that provides mid-block pedestrian access through the project site, connecting Santa Monica Boulevard to the south and Lexington Avenue to the north. The development consists of six buildings with separations ranging from 20.5 feet to 40 feet between structures, allowing for sufficient access to natural light and breeze. In addition, the project maintains side yard setbacks ranging from 10 feet to 27 feet from properties that abut the project site.

The on-site commercial office and retail and restaurant areas allows residents to live, work, and entertain on-site, while simultaneously taking advantage of exclusive amenities, including an outdoor swimming pool, Jacuzzi/spa, cabana, fire hearth, and barbecue areas, water features, landscaped courtyards located throughout. In addition, each of the residential units will include private balconies with a minimum of 50 square feet as required by code. As such, the project will

improve habitability for residents while enhancing the quality of life of nearby residents and employees.

- d. **The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would substantially less the significant environmental effects of the Project, and/or any additional findings as may be required by CEQA.**

The Project has been conditioned to comply with all mitigation measures of environmental impact report, ENV-2006-9653-EIR.

22. **Density Bonus Compliance Findings.** After thorough consideration of the information, statements, and plans contained in the application; the reports received from other City departments and government agencies; the California State Government Code Section 65915 (State Density Bonus Program), I hereby find that the requirements for issuing a Density Bonus Compliance Review approval have been established by the following:

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

As conditioned by this approval, the proposed project complies with all applicable provisions of Government Code 65915-65918 and LAMC Section 12.22-A,25. The project qualifies for a 20 percent density bonus for the following reasons: (1) 5 percent of its pre-density bonus units are set aside for Very Low Income Households. The set aside units automatically allow the applicant to qualify for increases in density and other incentives from a specific menu of concessions, as described below:

Density. The subject property under the proposed zone is [T][Q]C2-2D-SN, permits one dwelling unit per 400 square feet. The approximate 248,120 square-foot site would be permitted 620 "by-right" units. The State Density Bonus Program, however, allows up to a 20 percent density bonus for the provision of 5 percent of the pre-density bonus as Very Low Income units. Based on these incentives, the Applicant would be permitted to build up to 744 units. However, the project is seeking only a 12.1% Density Bonus (75 units) to achieve 695 units, which is within the permitted density.

Automobile Parking. The project is eligible to utilize Parking Option One, which permits parking to be provided at a ratio of 1 parking space for units between 0-1 bedroom, 2 parking spaces for units of 2-3 bedrooms, and 2.5 parking spaces for units of 4 or more bedrooms.

Incentives. With the 5% set aside for Very Low Income households, the project is eligible for one incentive. However, the applicant is not seeking the use of any incentives for the development of the site.

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

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued an Environmental Impact Report (ENV-2006-9797-EIR). The project is subject to various specific measures during both

construction and operation phases of the Project. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, and animal life, or risk of upset to these resources are concerned. Furthermore, the project site, as well as the surrounding area is presently developed with urban structures, including commercial, light industrial, and residential land uses which do not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as “Potentially Significant Unless Mitigation Incorporated” are discussed in depth in the Environmental Impact Report, where Mitigation Measures have been incorporated to reduce impacts to less than significant or no impact levels. These measures are required and have been incorporated into the Project’s conditions of approval and “Q” Conditions. A Mitigation Monitoring and Report Program is part of the environmental document to ensure the implementation of all required mitigation measures. The EIR also identified “Potentially Significant and Unavoidable” impacts resulting from the project, including short-term construction, noise, and air quality impacts, as well as transportation impacts. However, the Statement of Overriding Conditions included herein addresses the economic, social, aesthetic and environmental benefits individually finds that these benefits would be sufficient to outweigh the adverse environmental impacts of the project, justifying adoption and certification of the Final EIR.

The project will not be constructed over a designated hazardous materials site or dam inundation zone, and would not place any occupants or residents near a hazardous materials site or involve the regular use or transport of hazardous materials or substances. The proposed use is consistent with the proposed zone and land use designation, resulting in a development that is compatible with the surrounding uses and improvements in the same zone and vicinity.

Additionally, the project has been conditioned to confer with various City agencies, including the Department of Transportation, Public Works, Urban Forestry, amongst others, to ensure adequate vehicular access and parking, and for the provision of street trees as well as improvements to the right-of-way. The project will be connected to the public sewer system and therefore would not violate the California Water Code. As presented, the design of the project materially conforms to the CEQA Statute and all other applicable policies and regulations of the Affordable Housing – Density Bonus Program and the Los Angeles Municipal Code.

FINDINGS OF FACT (CEQA)

A. INTRODUCTION

The Project Applicant, Tinseltown Studios, LLC, Calico Industries, LLC, and Eugene LaPietra (Book City News, Inc.), has proposed a project that includes a Vesting Tract Map request together with a companion case, CPC-2006-9797-GPA-VZC-HD-SPR, for the development of an approximate 248,120 square-foot site, presently developed with structures serving warehouse, nightclub, and light industrial uses. The proposed development includes the construction of 695 residential condominium units and 24,900 square-feet of commercial space within five new structures ranging in height from 62 to 91 feet. The proposed project would provide a total of up to 1,391 parking spaces and 123,501 square feet of open space.

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

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on March 30, 2007. The NOP for the Draft EIR was circulated for a 30-day public review period, and concluded on April 28, 2007.

A Notice of Availability (NOA) and the Draft EIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 45-day public review period from June 19, 2008 to August 4, 2008 as required by the California Environmental Quality Act (CEQA). During that time, the Draft EIR was also available for review at the City of Los Angeles Department of City Planning, various City libraries, and via Internet at <http://cityplanning.lacity.org>. Eleven comment letters were received. The preparation of the Final EIR was delayed following the departure of the original subdivider, DS Ventures. Portions of the Draft EIR were recirculated for public review in 2013 with a 45-day review period from July 18, 2013 to September 2, 2013. A total of five comment letters were received during the recirculation of the Draft EIR. In sum, a total of 16 comment letters were received and incorporated into the Final EIR together with responses.

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

The Final EIR is comprised of: an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Supplemental Analysis of Project Revisions; a Mitigation Monitoring Program; and Appendices. The Final EIR, together with the Draft EIR, makes up the Final EIR as defined in CEQA Guidelines Section 15132 (the Final EIR).

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

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

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (State CEQA Guidelines Section 15091, subd. (a)(1))
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (State CEQA Guidelines Section 15091, subd. (a)(2))
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the

mitigation measures or project alternatives identified in the final EIR. (State CEQA Guidelines Section 15091, subd. (a)(3))

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

For those significant effects subject to the finding of CEQA Guideline Section 15091(a)(3), the City must also find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (Public Resources Code Section 21981(b)).

All Final EIR mitigation measures and project design features, as discussed herewith and in the EIR, and as set forth in the Project's Mitigation Monitoring Program (the "MMP") included in a section of the Final EIR, are incorporated by reference into these findings. In addition, any revisions to the Project that have occurred during the administrative process are incorporated by reference into these findings. The discussion and analysis in the EIR is incorporated into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby adopted as part of the certification of the Final EIR and adoption of a Statement of Overriding Considerations for the Project.

Environmental Categories were analyzed and its impact levels are summarized as follows:

Have No Impact include the following:

Agriculture Resources, Biological Resources, Geology/Soils, Mineral Resources, Population/Housing.

Have Less Than Significant Impact include the following:

Aesthetics (Visual Character, Light/Glare, Shade/Shadow), Air Quality (Localized Construction, TAC's, Localized & Regional Operational, GHG's, Odor), Historic Resources, Hazards & Hazardous Materials (Groundwater), Hydrology & Water Quality (Construction, Operation), Land Use and Planning (Land Use Compatibility), Noise (Operation, On-site Construction Vibration, Ground-borne Vibration from Project Operations, Land-use Compatibility), Fire Protection, Police Protection, Schools (Facilities and Capacity), Libraries, Solid Waste (Construction, Operation), Transportation (Regional Transportation System, Public Transit, Access and Loading, Parking, Pedestrian/Bicycle Safety), Water Supply (Construction, Operation, Wastewater), Energy, and Archaeological.

Potential Significant Impacts Mitigated to Less than Significant include the following:

Aesthetics (Construction), Noise (Operation), Hazards and Hazardous Materials, Hydrology and Water Quality (Construction; Operation), Schools (Construction), Parks and Recreation, Solid Waste (Cumulative), and Paleontological.

Significant and Unavoidable Impacts include the following:

Air Quality (Construction; Regional Operation, Regional Concurrent Construction and Operational, Cumulative), Land Use and Planning (Consistency with Plans), Noise (On-Site

Construction), and Transportation and Circulation (Construction Traffic and Parking, Operation-Study Intersections, Residential Street Segments).

B. IMPACTS FOUND TO HAVE NO IMPACT OR LESS THAN SIGNIFICANT

It has been determined through the Initial Study, and the EIR concludes, that there is no substantial evidence that the proposed project could cause significant environmental effects in the following areas: Aesthetics (Visual Quality- Operation & Views, Light & Glare, Shade/Shadow), Agricultural Resources, Biological Resources, Geology/Soils, Historic Resources, Mineral Resources, and Population/Housing. The Advisory Agency has carefully reviewed the Initial Study, the EIR and the attachments and sources referenced in the EIR, staff reports regarding the Project, all public comments received regarding the EIR and the Project, and all other information in the record of proceedings.

The following environmental categories and sections would have a less than significant impact as a result of the project. In some instances, mitigation measures were incorporated to ensure that impacts remained at less than significant level.

Aesthetics

Visual Character - Operation, Views

The Project Site does not contain any unique scenic vistas or valued features that would be considered to contribute positively to the visual character of the vicinity. In addition, the site is entirely comprised of warehouse type structures and surface parking areas. No impacts to private or public views along Santa Monica Boulevard would occur as a result of the implementation of the Proposed Project. Moreover, the project would not remove or demolish valued features or elements that would be considered to positively contribute to the visual character of the vicinity. Following construction and during operation, the proposed project would ultimately introduce new construction, enhanced landscaping, design elements that would enhance the visual appearance of the site, replacing the existing warehouse type structures with a new mixed-use development. The Project's landscaping throughout the site and along street frontages would further enhance the appearance of the site, particularly along the Santa Monica Boulevard street frontage, and would promote pedestrian activity in the area. The project would introduce new landscaped courtyards, pedestrian circulation areas, and common spaces incorporating landscaping, and public amenities, all of which would create an aesthetically, pleasing and pedestrian-friendly environment.

Due to the relatively flat topography of the site and vicinity as well as intervening development, existing views of the project site are limited and consist of the urban built environment. The Project would replace a differing set of uses and building types on the site with a cohesive, functionally compatible development including landscaping. Therefore, views of the project site from adjacent locations could be considered as improved, particularly for those residences located to the north across Lexington Avenue. Views of the improved project site from the Hollywood Hills to the distant north would be at distant, low viewing angles. Additionally, while the project would increase building heights on-site, due to the distance to the site the Project would continue to blend into the urban landscape and details of Project development would become somewhat obscured. Additionally, long-range views from the Hollywood Hills are generally not sensitive to individual development projects including the project since such projects are subordinate to broader views of the urban landscape.

Development of the Project would not result in the obstruction of valued views, including views of the Hollywood Hills and Hollywood Sign since such views are generally not available from street-level locations within the Project vicinity. Furthermore, given the urban built environment

of the project area and the site's distance from the Hollywood Hills and Hollywood Sign, the project would not obstruct off-site valued views of these aesthetic resources. Therefore, the Project would not substantially alter views of any valued viewsheds.

Light and Glare

Lighting needed during construction has the potential to result in spillover onto adjacent uses, including the residential uses to the north across Lexington. However, construction activities would occur during daylight hours and would adhere to LAMC regulations for permitted hours of construction and construction-related illumination. Adherence to these regulations would not alter the character of off-site improvements, would not impact adjacent residences, and would not interfere with the performance of an off-site activity. During operations, new lighting on the site would increase ambient light levels, including from the installation of any new street lights, interior lighting into courtyards and pathways, and to maintain appropriate safe lighting levels throughout the project. Any streetlights installed along the street frontages would be coordinated with the City of Los Angeles Bureau of Street Lighting to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. The project's low lighting will not significantly increase nighttime light levels in the area and would not alter the character of the area or negligibly impact nearby residences. Project impacts would be less than significant. Nevertheless, mitigation measures have been included to ensure impacts remain less than significant.

Shade/Shadow

Project impacts would be greatest during the winter solstice, with project shadows extending north and moving in a northwesterly to northeasterly direction. No single residential unit located across Lexington Avenue to the north would be shaded continuously for longer than three hours. Moreover, shadow impacts would be negligible when measured against an existing row of trees which front the closest residential building along Lexington, which currently provides shade to existing residential units. The project would result in less than significant impacts during the winter solstice.

Cumulative impacts

Only two of the 142 related projects are located within the same view shed as the project. These related projects (No. 93 and No. 4) propose expansions and renovations of existing uses and are not anticipated to introduce new aesthetic elements that would be out of scale of character with the existing visual environment or that would obstruct existing views. When measured against these two related projects, cumulative impacts would be less than significant.

Mitigation Measures

Mitigation Measure A-2: The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Urban Forestry. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

Mitigation Measure A-3: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Department of City Planning.

Mitigation Measure A-4: All new street and pedestrian lighting within the public right-of-way shall be approved by the Bureau of Street Lighting and shall be

tested in accordance with the requirements of the Bureau of Street Lighting.

Mitigation Measure A-5: All new street and pedestrian lighting shall be shielded and directed away from any light-sensitive off-site uses.

Mitigation Measure A-6: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Air Quality

The EIR concludes that the Project will have less than significant impacts without the need for mitigation relative to air quality (localized construction impacts, toxic air contaminants, odors, regional operational impacts, localized operational impacts, and greenhouse gas emissions). The Advisory Agency has carefully reviewed the Initial Study, the EIR and the attachments and sources referenced in the EIR, staff reports regarding the Project, all public comments received regarding the EIR and the Project, and all other information in the record of proceedings.

Localized Construction Impacts

As shown in the Final EIR, the conservative estimate of maximum on-site daily emissions for CO, NOX, PM10 and PM2.5, was compiled for each phase of construction and compared to the applicable screening threshold based on construction site acreage and distance to closest sensitive receptor. During Phase 2, within the northeast portion of the site, the distance to the closest sensitive receptor is approximately 25 meters (across Lexington Avenue). Phase 1 demolition activities are expected to take place throughout the entire site and the closest sensitive receptors during this phase would be 25 meters north of the project site. Phase 1 excavation would occur mainly on the southern portion of the site and the distance would be approximately 100 meters to the closest receptor. Potential localized impacts at sensitive receptors located further from the project site would be less than those analyzed for the closest sensitive receptors. Localized emissions would not exceed the applicable screening-level Localized Significance Threshold (LST) during Phase 1 and Phase 2. The Project would also have less than significant cumulative impacts due to localized construction emissions.

Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) construction emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. However, construction of the proposed Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions, and there would be no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would be less than significant.

The primary sources of potential toxic air contaminants associated with the proposed Project operations include diesel particulate matter (DPM) from delivery trucks and emergency backup generators. The SCAQMD recommends that health risk assessments be conducted for substantial sources of DPM (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The California Air Resources Board (CARB) siting guidelines define a warehouse as having more than 100 truck trips or 40 refrigerated truck trips per day. Based on this guidance, the Project is not considered to be a substantial source of DPM warranting a refined health risk assessment (HRA).

Based on the low incremental increase in the number and long-term (annual average) activity of the on-site toxic air contaminant sources, the proposed Project would not warrant the need for a refined health risk assessment, and potential toxic air impacts to on- and off-site receptors from on-site sources would be less than significant.

As the proposed Project would introduce residential uses within the CARB siting distances for potential air toxic sources, additional analysis was conducted based on CARB and SCAQMD guidance to assess the potential health risks that future residents may experience due to the proposed Project site's proximity to the above mentioned toxic air sources. The proposed Project is a predominantly residential project that would not add new sources of TACs to the proposed project vicinity and would not increase the cancer risk faced by people who already live in the project vicinity, but would rather introduce new sensitive receptors to the Project site in the form of new residents. The cancer risk from the toxic air emitting sources is less than the 10 in one million threshold, with a nearby gasoline station being the major source. The average carcinogenic risk from air pollution in the City of Los Angeles is approximately 1,200 in one million. The health risk assessment performed for the Project site demonstrated that the Project site is also within this range. Therefore, there is an inherent health risk associated with living in metropolitan Los Angeles. In addition, the proposed Project would not result in locating sensitive receptors within an area of cancer risk in excess of the SCAQMD significance threshold of 10 in one million and, therefore, the proposed Project would result in a less than significant toxic air impact.

The analysis for the proposed Project resulted in a chronic hazard index for the maximum exposed receptors of 0.17, which is approximately 17 percent of the SCAQMD recommended threshold of 1.0. The acute hazard index for the maximum exposed receptors was 0.3, which is approximately 30 percent of the SCAQMD recommended threshold of 1.0. Therefore, non-cancer health risks were concluded to be less than significant.

Toxic air contaminants are associated with long-term operations of industrial manufacturing uses which acutely and chronically utilize hazardous toxic air contaminants. The proposed project does not include any light industrial uses and would not generation TAC emissions. The proposed residential and commercial project may result in minimal emissions from the use of consumer projects, however, such use would not release substantial amounts of toxic contaminants and no significant impact on human health would occur.

None of the related projects (which are primarily residential, retail/commercial, and institutional uses) would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing and transportation hub facilities. Based on recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, the Project and related projects would not result in a cumulative impact requiring further evaluation. In addition, pursuant to Assembly Bill 1807 the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions and which have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant, and the proposed project would not result in any identified sources of TACs and would not contribute to a cumulative impact.

Localized Operational Impacts

Operation of the project is not anticipated to introduce any major new on-site sources of air pollution as on-site estimated operational emissions from criteria air pollutants were found to be well below significance thresholds. In addition, project-generated traffic volumes were forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at intersection locations with no significant impacts occurring at any other analyzed roadway

intersection as a result of project-generated traffic volumes. As shown in Table III-6 of the recirculated portions of the DEIR, the local CO hotspot analysis conducted for the Original Project showed a maximum CO concentration of 7.4 parts per million (ppm) for the 1-hour CO concentration (approximately 63 percent below the 20 ppm standard) and 5.8 ppm for the 8-hour concentration (approximately 36 percent below the 9.0 ppm standard). Therefore, the proposed (and reduced) project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

Based on historic trends and at the direction of the Los Angeles Department of Transportation (LADOT), the Original Project buildout year of 2017 would result in an additional 4 percent growth in ambient background traffic. Such an increase was determined to not result in an exceedance of the 1-hour or 8-hour standards given that the maximum CO concentration of the studied intersections for the Original Project was 63 percent below the 1-hour CO standard and 36 percent below the 8-hour CO standard. Furthermore, both background pollutant concentrations and emission factors associated with vehicular exhaust would decrease in subsequent years. Thus, the proposed Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

Regional Operational Impacts

Regional air pollutant emissions associated with proposed Project operations would be generated by the consumption of natural gas and by the operation of on-road vehicles. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of the proposed Project. Area source emissions are generated by consumer products that contain solvents and landscaping that uses fuel-powered equipment. As shown in Table III-5 of the recirculated portions of the Draft EIR, regional emissions resulting from operation of the Original Project for the buildout year 2017 would not exceed any of the SCAQMD regional thresholds. Regional emissions resulting from operation of the reduced project would be reduced in comparison to those resulting from the Original Project. As a result, regional operational emissions impacts would be less than significant.

Greenhouse Gasses

Although the Project is expected to emit Greenhouse Gasses (GHGs), the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand, and CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. However, currently there are no significance thresholds, specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Construction emissions represent an episodic, Scope 3 source of GHG emissions. Emissions are associated with the operation of construction equipment and the disposal of construction waste. The project, with incorporation of project design features and State mandates, would achieve a 17.6-percent reduction from typical "business as-usual" (BAU) scenarios, supporting

State goals for emissions reduction. A sizeable percentage of the operational GHG emissions conservatively associated with the Project likely should not be considered new emissions attributable to the Project because the future employees and residents of the Project already generate emissions through their current activities. With the reduction from “business-as-usual” outcomes, the project’s climate change impacts with regard to GHG emissions would be less than significant.

The Project would be consistent with the goals set forth in AB 32, as well as in CARB’s Climate Change Scoping Plan. The Project’s GHG emissions reduction of 17.6 percent compared to the BAU scenario constitutes an equivalent or larger break from “business-as-usual” than has been determined by CARB to be necessary to meet AB 32’s goals (approximately 16 percent for 2020). The Project is consistent with the approach outlined in the CARB’s Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The location and design of the Project reflect and support these core objectives. The Project would be designed to comply with Los Angeles Municipal Code (LAMC) Ordinance 181480, which emphasizes improving energy conservation, energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence, and thus would among other things reduce its energy usage by at least 15 percent below its Title 24 baseline and would reduce its domestic water demand by at least 20 percent. Related projects would also be anticipated to comply with these same emissions reduction goals and objectives (e.g., City of Los Angeles Green Building Ordinance). Therefore, the Project would not have a significant impact on the environment due to its GHG emissions. Moreover, the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Project is consistent with the approach outlined in the CARB’s Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The location and design of the Project reflect and support these core objectives. The Project would be designed to comply with Los Angeles Municipal Code (LAMC) Ordinance 181480, which emphasizes improving energy conservation, energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence, and thus would among other things reduce its energy usage by at least 15 percent below its Title 24 baseline and would reduce its domestic water demand by at least 20 percent. Related projects would also be anticipated to comply with these same emissions reduction goals and objectives (e.g., City of Los Angeles Green Building Ordinance).

In the absence of adopted standards and established significance thresholds, and given the Project’s consistency with State and City GHG emission reduction goals and objectives, the contribution to the cumulative impact of global climate change would be less than significant.

Odor

During the project’s construction phase, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings and other interior and exterior finishes, and roofing may produce discernible odors typical of most construction sites. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents to further reduce the potential for odiferous emissions. Although these odors could be a source of nuisance to adjacent uses, they are temporary and intermittent in nature. Therefore, impacts associated with objectionable odors during Project construction would be less than significant. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not

create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the proposed Project.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. As the residential, restaurant, and retail activities would not be a source of odors, potential operational odor impacts would be less than significant. None of the related projects (which are primarily residential, retail/commercial, and institutional uses) have a high potential to generate odor impacts, and if a related project did have the potential to generate objectionable odors it would be required by SCAQMD Rule 402 to implement Best Available Control Technology to limit potential objectionable odors to a less than significant level.

Historic

The existing buildings on the project site consist of commercial and industrial structures currently being used for storage purposes, nightclub use, and warehouse purposes. While there are historic and potentially historic structures in the project vicinity, none of the buildings on-site have been identified as being eligible for listing in the National Register, California Register, or for local City of Los Angeles Historic-Cultural Monument designation. In addition, as per CEQA Guidelines, Section 15064.5(a), none of the buildings on-site are considered historic resources. A less than significant impact would result.

Hazards and Hazardous Materials

Groundwater

Groundwater treatment would be required at the site and soil remediation will be conducted as part of the voluntary clean-up for the site which would be anticipated to attenuate the solvents in the groundwater to below regulatory levels. No construction dewatering is contemplated at this time, however, if necessary, temporary groundwater discharges would comply with applicable National Pollutant Discharge Elimination System (NPDES) permit requirements or Industrial Waste Discharge permit requirements. Furthermore, in the event that contaminated groundwater is discovered, treatment and discharge would be conducted in compliance with applicable regulatory requirements including LARWQCB standards. The anticipated maximum flow from limited on-site construction dewatering is expected to be minimal with the resulting radius-of-influence limited to within the project site boundary. Therefore, potential construction impacts with regard to groundwater would be less than significant. Mitigation Measures D-6 and D-7 are proposed to ensure compliance with such regulatory requirements and to reduce potential impacts from groundwater to a less than significant level.

In addition, based on the modeling of de-gassing effects from VOC's in groundwater, it was determined that the existing solvent levels in the groundwater do not pose an unacceptable risk for future indoor air quality. Therefore, potential operational impacts with regard to groundwater would be less than significant.

Hydrology and Water Quality

Construction

The proposed project will involve the removal of existing buildings and landscaping, exposing underlying soils and making the site temporarily more permeable. However, this increase in permeability would not have a substantial impact on existing drainage patterns and flows since runoff would be properly controlled through the implementation of appropriate BMPs. Construction of the proposed project would involve site preparation activities such as grading

and excavation. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events, and on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, the project would be required to obtain a NPDES general construction permit and implement a Storm Water Pollution Prevention Plan (SWPPP), which would specify BMPs and erosion control measures to levels in runoff during construction. In addition, the project would be required to comply with City grading permit regulations which require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, with compliance of NPDES requirements including preparation of a SWPPP and implementation of BMPs and compliance with City grading regulations, the proposed project would not violate water quality standards. Construction-related impacts to hydrology and surface water quality would be less than significant.

Operation

The proposed project would result in a net decrease in impermeable surfaces due to the introduction of new landscaped areas. The cumulative total runoff from the site with the proposed project would be 11.0 cfs for a 25-year storm event, which is equivalent to existing conditions. Thus, project runoff during a 25-year, 24-hour storm would not increase relative to existing conditions. Therefore, the current storm drain system in Santa Monica Boulevard would not be negatively affected by the project, and the project's impacts on hydrology would be less than significant.

The project would not generate any new sources of polluted runoff. In addition, in accordance with the SUSMP requirements, the project would be required to implement BMPs during the operational phase of the project to reduce the discharge of polluted runoff from the site. With compliance with NPDES requirements, impacts associated with water quality would be less than significant.

Cumulative Impacts

The 142 related projects could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, the related projects would also be subject to State NPDES permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

Mitigation Measures

- Mitigation Measure E-1:** All wastes from construction of the project shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- Mitigation Measure E-2:** 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.

- Mitigation Measure E-3:** Material spills shall not be hosed down at the pavement. Dry cleanup methods shall be used wherever possible.
- Mitigation Measure E-4:** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.
- Mitigation Measure E-5:** Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- Mitigation Measure E-6:** 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 cloths shall be used to catch drips and spills.
- Mitigation Measure E-7:** The project shall prepare a Standard Urban Stormwater Mitigation Plan (SUSMP), which shall meet the most recent requirements of the Los Angeles Regional Water Quality Control Board. The SUSMP shall outline specific Best Management Practices to be implemented on the site.

Land Use Compatibility

The project proposes a mixed-use project on property zoned M1, introducing residential uses into an industrial-zoned block. However, the project would contribute to the existing diversity of uses in Hollywood by providing residential units and community-serving commercial uses within the periphery of an area containing light manufacturing/industrial and commercial uses and would transition into medium density residential uses to the north and east. The project would enhance amenities to existing residents and employees of the area with the provision of community-serving retail, restaurant, and other commercial uses, while contributing more housing to the Hollywood area. The project's commercial portion would also be compatible with existing commercial uses along Santa Monica Boulevard, while the residential uses would be consistent with the multi-family residential uses to the north and east of the site.

The project would minimize intrusion of traffic into the residential neighborhood north of the site by limiting access along Lexington Avenue to the north of the site to residents of the site only. In general, the project would provide a transition between the commercial and light industrial uses to the south of the site and the residential uses to the north of the site. The project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Project impacts related to land use compatibility would be less than significant.

Noise (Operation)

Off-site Roadway Noise

Potential noise impacts due to project-related off-site traffic were analyzed by estimating the increase in noise levels assumed with traffic volumes and noise levels compared to existing conditions. The calculated CNEL for the roadway segments with noise sensitive uses for the following scenarios: (1) existing conditions; (2) future without proposed project; and (3) future with the proposed project. There would be a slight increase in noise level along Las Palmas

Avenue, north of Santa Monica Boulevard, 1.4 dBA, as a result of the project-related traffic. In addition, the largest cumulative traffic-related noise impact is anticipated to occur along the segment of Las Palmas Avenue, north of Santa Monica Boulevard, where the roadway noise level increase would be approximately 1.6 dBA CNEL. As these increases fall below the 3 dBA CNEL significance threshold, both project-level and cumulative roadway noise level increases are less than significant.

On-Site Noise

The proposed project would require mechanical equipment to condition and ventilate the indoor air environment, generally consisting of air handling units, condenser fans, exhaust fans (for buildings and parking structures) and emergency generators intended to support the operation of the project. Project design features would ensure that noise levels from equipment would comply with the City of Los Angeles Noise Ordinance requirements, (i.e., maximum 5 dBA above the ambient noise levels). Thus, based on the above threshold, mechanical equipment would not result in significant noise impacts.

The proposed project would include a loading dock at the southwest portion of the project, with access from Las Palmas Avenue. It would be located in an enclosed parking structure and would not have any unobstructed openings facing toward any noise sensitive receptors. Therefore, noise level increases would not exceed the 5 dBA Leq (1-hour) significance threshold at the closest or any other off-site noise-sensitive receptor location. Impacts would be less than significant, and no mitigation measures are required.

The proposed project includes a three level parking facility that includes one ground level and two subterranean parking levels, all of which would be fully enclosed. In particular, the subterranean level along Lexington Avenue to provide effective noise shielding from the nearby residential uses north of the project site. Various noise events would periodically occur from the parking facilities including: activation of car alarms, sounding of car horns, slamming of car doors and tire squeals. Automobile movements would comprise the most continuous noise source and would generate a noise level of approximately 65 dBA at a distance of 25 feet. Car alarm and horn noise events would generate maximum noise levels of as high as 69 dBA at a reference distance of 50 feet.

Noise from the parking facility is expected to be consistent with the existing noise environment and the enclosed, subterranean parking structures would not expect to have noise impacts to any noise-sensitive receptor location. As such, impacts would be less than significant, and no mitigation measures are required.

On-Site Construction Vibration

The closest sensitive receptor to the construction site is the existing multi-family residences north of the project site along Lexington Avenue at a distance of approximately 50 feet. During the construction of Phase 2 of the project, these residences would likely experience ground vibration levels of up to 0.032 inch-per second PPV during the site grading/excavation (while using major construction equipment such as large bulldozer, drilling for placement of piles and loaded trucks.) The nearest nonresidential sensitive receptor, existing businesses adjacent to the project site, would be located approximately 10 feet from the equipment during construction. As each of these values is below the 0.5 inch-per-second and 2.0 inch-per-second PPV significance thresholds for residential structures and commercial buildings, respectively, vibration impacts associated with construction would be less than significant and no mitigation measures are required.

Ground-Borne Vibration from Project Operations

The Project will include typical residential and commercial-grade stationary mechanical equipment such as air-conditioning (HVAC) and exhaust fans, which would produce vibration. However, the vibration generated by the mechanical equipment is typically negligible at off-site receptors as they are normally mounted on anti-vibration devices (vibration isolators) and are located within the building. The primary sources of transient vibration would include passenger vehicle circulation within the proposed subterranean parking facility, on-site refuse/delivery truck activity, and on-site loading dock/refuse collection area activity. The nearest structures to the proposed project are commercial buildings located approximately 15 feet away, which would experience ground-borne vibration of 0.008 inch/second, based on measured data from similar facilities. The nearest residential structures are approximately 50 feet away and would experience ground-borne vibration of 0.001 inch/second. The potential vibration impacts from all proposed project sources at the closest structure locations would be less than the significance threshold of 0.01 inch/second. As such, vibration impacts associated with operation of the project would be below the significance threshold. Thus, impacts would be less than significant and no mitigation measures would be required.

The surrounding area and the Project site have been developed with uses that have previously generated, and will continue to generate, noise from a number of community noise sources including vehicle travel, mechanical equipment (e.g., HVAC systems), and lawn maintenance activities. Each of the related projects that have been identified within the general project vicinity would also generate stationary-source and mobile-source noise due to ongoing day-today operations. All related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that would generate roadway noise. Cumulative traffic volumes would result in a maximum increase of 1.6 dBA CNEL along the segment of Las Palmas Avenue, North of Santa Monica Boulevard. As this noise level increase would be below the more conservative 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant. Due to LAMC provisions that limit stationary-source noise from items such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project, and thus would not be additive to project-related noise levels. As the Project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

Land-use Compatibility (Proposed Residential Uses)

The noise environment that currently exists surrounding the project site would also affect the proposed development. The project site is currently exposed to noise levels that range from 60.0 to 74.0 CNEL, due primarily to traffic on adjacent roadways (Santa Monica Boulevard, Las Palmas Avenue, and Lexington Avenue) and operation of existing commercial business including the night clubs, building material yard, lumber yard, FedEx service center, and other commercial establishments. Currently, the baseline ambient noise level at times exceeds the City-recommended noise standard (65 dBA CNEL) for the site to be used for multi-family residential development. However, some of the major noise generating business, such as the night clubs and building material yard, would be removed for the proposed project. In addition, incorporation of the mitigation measures below would reduce potential impacts associated with the introduction of residential uses to a less than significant level.

Cumulative Impacts

The project site is located in an established urban area, with surrounding properties having been developed with uses that have, and will continue to generate, noise from a number of

community noise sources including vehicle travel, mechanical equipment (e.g., HVAC systems), and lawn maintenance activities. Each of the related projects that have been identified within the general project vicinity would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations.

All related projects are of a residential, retail, commercial, or institutional nature, uses that are not typically associated with excessive exterior noise. However, each project would produce traffic volumes that would generate roadway noise. Cumulative traffic volumes would result in a maximum increase of 1.6 dBA CNEL along the segment of Las Palmas Avenue, North of Santa Monica Boulevard, which is below the more conservative 3 dBA CNEL significance threshold. As such, roadway noise impacts due to cumulative traffic volumes would be less than significant.

In addition, given LAMC provisions limiting stationary-source noise from items such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. For this reason, on-site noise produced by any related project would not be additive to project-related noise levels. As the project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

Mitigation Measure

Mitigation Measure G-7: Construct all exterior walls including exterior windows of the proposed residential units with construction assemblies having a minimum STC 30 (Sound Transmission Class) for units facing north (i.e., Lexington Avenue), a minimum STC 35 for units facing south, east and west (i.e., Las Palmas Avenue and Santa Monica Boulevard), as required to meet the 45 dBA (CNEL) at the interior of the residential units.

Fire

The EIR determined that the proposed project would not require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The proposed project would comply with all State and local building codes relative to fire protection, safety, and suppression. Specifically, the project design would incorporate the standards and requirements as set forth by: Title 24, the City of Los Angeles Safety Element, the LAMC Fire Code, and any additional code requirements established by the LAFD relative to fire prevention, safety, suppression, and emergency access and response. Moreover, during construction, the project would be in compliance with Occupational Safety and Health Administration (OSHA) and Fire Code requirements, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. The LAFD has Fire Station No. 27, which is located 0.7 mile from the project site (0.8 miles) and houses a truck and engine company. This station is within LAFD's recommended response distance of 1.5 miles. The Project would submit a plot plan for approval by the LAFD either prior to the recordation of the final map or the approval of a building permit, and would comply with the requirements of the City Framework and Fire Code Division 9 (Section 57.09.06). The LAFD has stated that there are no special concerns related to the Proposed Project, and that it could adequately serve the project without the addition of a new or expanded station.

Cumulative Impacts

Based on the population from related projects within the service area of Fire Station No. 27, the service population for Fire Station No. 27 would increase by 10,019, representing an increase of 19 percent of the 2006 estimated population for the fire service area. Furthermore, based on Fire Station No. 27's response rate of 0.28 responses per capita and the forecasted population of 10,019, related projects would result in an estimated 2,805 responses. Total cumulative responses from related projects (2,805) plus the Original Project (495) would represent an approximate 22 percent increase in Fire Station No. 27's total annual responses (14,800) and an approximate 11 percent increase in the total responses for Fire Station Nos. 27, 41, and 82 (29,050). It is anticipated that developers of these related projects would be required to coordinate with the LAFD to ensure that the fire services of Fire Station No. 27 would not be significantly impacted. Additionally, the LAFD conducts periodic review of future staffing and facility needs to ensure that Fire Station No. 27 would have adequate staffing and resources. Furthermore, all related projects would be subject to review by the LAFD and thus, would be expected to comply with Fire Code, Building Code, and LAFD requirements pertinent to fire safety, access, and fire flow. Therefore, implementation of the Project in conjunction with related projects would result in a less than significant impact relative to fire and EMS services.

Mitigation Measures

While impacts on fire protection services would be less than significant, the following mitigation measures are proposed to further ensure that such impacts associated with fire protection would remain less than significant.

Mitigation Measure H-1: Project building plans including a plot plan shall be submitted for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit.

Mitigation Measure H-2: The Applicant shall consult with the Los Angeles Fire Department and incorporate fire prevention and suppression features appropriate to the design of the project.

Mitigation Measure H-3: The project shall comply with all applicable State and local Codes and Ordinances found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles, unless otherwise approved.

Police

The EIR has determined that the proposed project would not require the addition of a new police station or the expansion, consolidation or relocation of an existing facility to maintain service, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles. During construction, the project would incorporate traffic management personnel trained to assist in emergency response and emergency vehicle access. During operations, the Proposed Project would incorporate crime prevention measures, including well illuminated areas and other crime prevention and security features into the design to enhance public safety. The population increase of the Original project would have reduced the officer per resident ratio in the Hollywood Community Police Station service area from one officer per 648 residents to one officer per 654 residents. The proposed project, however, would result in a smaller reduction as a result of its smaller population increase. In addition, the removal of four existing nightclubs and replacement of these uses would be expected to generate a reduction in the calls for services and crimes typically associated with such commercial uses. Moreover, the

applicant shall consult with the LAPD Crime Prevention unit to secure guidance and assistance in the implementation of other design features that would minimize opportunity for crime, which would minimize demand police protection services.

Cumulative Impacts

The proposed project, in combination with the related projects, would increase the demand for police protection services in the Hollywood area. Seventy-one of the 142 related projects include residential uses within the LAPD Hollywood service area, and when combined with the Original project would generate a demand for police protection services and the officer to resident ratio. In accordance with the current statistical rate, the Original project and the related projects would yield a total of approximately 648 crimes per year, increasing the annual crimes in the Hollywood area from the current 7,746 crimes in 2006 to the predicted 8,394 crimes, and increasing the crime rate from 23 crimes per officer to 25 crimes per officer. As such, demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and other fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects may be individually subject to LAPD review and would be required to comply with all applicable on-site security requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely incorporate adequate crime prevention design features in consultation with the LAPD to further decrease the demand for police protection services.

Mitigation Measures

Mitigation Measure H-4: The Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding crime prevention features appropriate for the design of the project.

Mitigation Measure H-5: Entryways, elevators, lobbies, and parking areas shall be well illuminated and designed to eliminate areas of concealment.

Mitigation Measure H-6: Upon project completion, the Applicant shall provide the Hollywood Division Commanding Officer with a diagram of each portion of the property, including access routes and provide additional information that might facilitate police response.

Schools (Facilities and Capacity)

The project site is located with LAUSD District 4, with students residing in the project area attending Vine Street Elementary School, Bancroft Middle School, and Hollywood Senior High School. The project is anticipated to add 120 elementary school students, 67 middle school students, and 60 high school students. Both Vine Elementary and Hollywood Senior High would be significantly impacted following project build-out. However, the project would be subject to Section 65995 of the California Government Code requires the payment of developer impact fees in accordance with SB 50. Compliance with SB 50 is considered full and complete mitigation and impacts to these facilities would be reduced to a less than significant level.

Cumulative Impact

Only 117 of the 142 related projects are located within the attendance boundaries of the schools serving the project site. Like the proposed project, the related projects would generate new students at these facilities, and like the Proposed Project, would be subject to comply with SB

50. Therefore, cumulative impacts to LAUSD schools serving the project site would be less than significant.

Libraries

The proposed project is served by John C. Fremont Branch Library, and the development of the project will generate approximately 1,453 new residents, resulting in a need of 492 square feet according to the LAPL Facilities Plan. This need would be funded via existing mechanisms (e.g., property taxes, government funding, sales taxes, and other fees), to which the Proposed Project and related projects would contribute.

Cumulative Impact

Only about 14 of the 142 related projects are located within the service area of the John C. Fremont Branch Library. Like the Proposed Project, these 14 related projects would provide a total of 1,072 residential units with a forecasted population of approximately 2,415 persons. Similar to the proposed project, it is expected that each project would be reviewed on a case-by-case basis and would be expected to generate revenue to the City's general fund in the form of property and sales taxes.

Solid Waste (Construction; Operation)

The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. During construction, activities are anticipated to generate 11,805 tons of construction and demolition debris, and approximately 294,000 tons of export soil, which would be disposed of at the County's unclassified landfills. The County's unclassified landfills have adequate capacity for the next 372 years. Thus, construction impacts relative to solid waste would be less than significant.

During project operations, it is estimated that the future residential and commercial uses would generate 1,075 tons per year compared to the existing 201 tons from current improvements. The 1,075 tons of solid waste from the proposed represents approximately 0.001 percent of the disposal capacity of the County's landfills available to the City of Los Angeles. The project would utilize recycling containers and would participate in the City's waste diversion programs. Impacts would be less than significant.

Transportation and Circulation

Regional Transportation System (CMP Impacts)

The closest CMP arterial intersections to the project site are the intersection of Highland Avenue and Santa Monica Boulevard and the intersection of Western Avenue and Santa Monica Boulevard, with the project adding greater than 50 trips to both these intersections during both the A.M. and P.M. peak period. However, the project would not increase the V/C by greater than two percent (0.02) causing an LOS F, resulting in a less than significant impact to CMP arterial monitoring intersections per CMP significance criteria.

The Original Project of 786 residential units and 22,200 square feet of retail and restaurant use analyzed the CMP freeway monitoring station closest to the project site, including the Hollywood Freeway south of Santa Monica Boulevard, where it was estimated that the project would add a net increase of approximately 93 A.M. peak period trips and 88 P.M. peak period trips on the Hollywood Freeway south of the site. This is less than the threshold of 150 trips to a CMP freeway monitoring station in either direction during the A.M. or P.M. peak periods. The proposed project would reduce these impacts. Thus, no CMP analysis for freeway segments

would be required. Nevertheless, an analysis of impacts to the freeway system was conducted where it was determined that the D/C increase attributable to the Original Project would not be 0.02 or greater. Per CMP significance criteria, and with the reduced project (695 dwelling units and 24,900 square feet of retail/restaurant), project impacts on freeway segments would be less than significant.

Public Transit

The Original Project estimated that the project would generate 49 new transit riders during the A.M. peak period and 46 new transit riders during the P.M. peak period. The existing bus routes and Metro lines in the project area provide a total transit capacity of approximately 7,700 persons in the A.M. peak period and 7,800 persons in the P.M. peak period, which under the Original project (786 residential units) represents a 0.46 percent increase of the A.M. peak period capacity and a 0.42 percent increase of the P.M. peak period capacity. The proposed project is anticipated to result in reduced demand for public transit. Given these low increases in transit ridership together with the high level of transit services available in the project area, the proposed project would result in less than significant impacts on transit.

In addition, locating residential uses in proximity to existing transit services, the proposed project would support alternative modes of transportation. As such, the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and as such, impacts relative to this issue would be less than significant.

Access and Loading

Two driveways, one at Las Palmas Avenue and one at Santa Monica Boulevard, would provide ingress and egress to the site. To determine the adequacy of these access points, Future plus Project traffic conditions were analyzed. The driveway location from Lexington Avenue was removed from the Original Project and replaced with a driveway along Santa Monica Boulevard with the revised project, where an existing driveway currently exists. The removal of the Lexington Avenue vehicular access resulted in a reduction in the number of street segments significantly impacted by the project from three analyzed street segments, including Las Palmas Avenue south of Fountain Avenue, June Street south of Fountain Avenue, and Lexington Avenue west of June Street, to just two (Las Palmas Avenue south of Fountain Avenue and Lexington Avenue west of June Street). The nearest study intersection to the access driveways is Las Palmas Avenue and Santa Monica Boulevard, which was projected to operate at a LOS C during both peak periods in the Future Plus Project conditions, thereby not exceeding the significance threshold for access. Project impacts would be less than significant.

The loading dock for the commercial uses would be located within the ground level of the parking facility. The loading dock analysis indicate that sufficient area exists in the parking facility to permit single unit commercial trucks to enter the garage from the Las Palmas Avenue driveway and then from the entrance driveway down to the loading area. Delivery trucks would generally arrive during non-peak hours (prior to the opening of the retail uses), and therefore, would not conflict with vehicles from restaurant patrons and retail customers. Thus, access impacts related to the loading docks would be less than significant.

Parking

The project, as proposed, would include the development of 24,900 square feet of commercial uses consisting of 15,400 square feet of retail and 9,500 square feet of restaurant. Based on the LAMC parking requirements for these types of uses, and reduced parking requirements for projects located within the Los Angeles State Enterprise Zone (2 parking spaces per 1,000 square feet), the project would be required to provide 50 spaces for the commercial uses.

Based on the proposed dwelling unit types, the 695 proposed residential units of the project would result in a LAMC parking requirement of 1,152 parking spaces. The project provides 1,391 parking spaces for both the residential and commercial uses, exceeding the minimum required 1,202 parking spaces, which exceeds the parking requirement in the LAMC.

Pedestrian/Bicycle Safety

The project would implement a landscaping plan that would result in pedestrian-friendly improvements to the street frontages. Pedestrian crossings at the project's two driveways at Las Palmas Avenue and Santa Monica Boulevard would be properly designed and clearly marked to minimize the potential for pedestrian/vehicle conflicts. The project would also not introduce any hazardous design features which could result increased potential for bicycle/vehicle conflicts. Thus, the project would result in less than significant impacts relative to pedestrian/bicycle safety.

Consistency with Plans

The project would not result in significant impacts to the CMP arterial monitoring intersections or the CMP freeway monitoring locations and would therefore be consistent with the CMP. Although the proposed project would result in significant operational traffic impacts on nine intersections, the proposed project would implement mitigation measures to reduce traffic impacts to the maximum extent feasible and thus, would be generally consistent with the intent of the Community Plan. Furthermore, the proposed project would support the Community Plan's transportation and land use objectives of locating new development within proximity to public transit and along a major transportation corridor. The project would not conflict with the implementation of adopted transportation programs, plans, and policies; and as such, impacts would be less than significant.

Water Supply

Construction

A short-term and intermittent demand for water would occur with the demolition, excavation, grading, and construction activities on-site. This demand would be temporary in nature and would be off-set by the removal of existing on-site uses. Overall, demolition and construction activities would require minimal and short-term water demand resulting less than significant impacts.

Operation (Water Demand; Water Distribution)

Operation of the Proposed Project would increase long-term water demand on the site relative to existing conditions, from 38,270 to 127,586 total gallons per day (gpd). This water usage would be reduced through the implementation of the project's water conservation features, with the total net new water falling within LADWP's 2005 UWMP (Urban Water Management Plans) available and projected water supplies for a normal year, a single-dry year, and multiple-dry years through the year 2030 as concluded by the LADWP. Therefore, the water demand of the Project would be adequately met. The Service Advisory Requests from LADWP measured the existing water mains to accommodate the required fire flows of 2500 gpm with residual pressures of between 56 psi and 81 psi, well above the 20 psi fire flow requirement. In addition, the project will be required to be in compliance with any additional improvements as they relate to the installation of hydrants and other requirements of Division 9 (Section 57.09.06). Since the existing water infrastructure would be able to accommodate fire flow demands, which are typically higher and more conservative than domestic water demands, the existing water

infrastructure is considered to be adequate for domestic water demands. Impacts would be reduced to a less than significant level.

Wastewater

Wastewater services to the Project site are provided by the City of Los Angeles Department of Public Works. Based on an analysis provided by the Bureau of Engineering, implementation of the Project would generate a net increase of 94,602 gallons per day of wastewater. This wastewater would be discharged to an existing 8-inch main located along Santa Monica Boulevard and then would then be conveyed and treated at the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd. Therefore, the net wastewater demand due to implementation of the Project would represent approximately 0.09 percent of HTP's total remaining capacity. Implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows below these anticipated levels. In addition, because the existing sewer line and the HTP have sufficient capacity, the Project would not require or result in the construction of new wastewater treatment facilities or an expansion of existing facilities, the construction of which could cause significant environmental effects. Thus, the Project would not be expected to exceed wastewater treatment requirements and would not have a significant impact upon the City's wastewater system.

Consistency with Applicable Regulations

The Project would result in a projected water demand of approximately 127,586 gallons per day, which is a reduction of 15,096 gallons per day compared to the Original Project. LADWP prepared a water supply assessment and determined that the proposed project's water usage would fall within future water demand as projected in LADWP's 2005 UWMP through the year 2030. In addition, the UWMP indicates that water supplies would be available to meet the water demand of the projected service area until 2030. In addition, the project would either meet or exceed water efficiency requirements of the City's Ordinance Nos. 172,075 and 163,532 and Title 20 of the CCR through the incorporation of water conservation features, including high efficiency toilets, no-flush urinals, plumbing fixtures that reduce water loss from leakage, automatic faucet/toilet controls, and faucet flow restrictors. The project would meet and be consistent with applicable regulations.

Cumulative Impacts

The UWMP plans and provides for water supplies to serve existing and future needs, including those of future growth and development as may occur through related projects. The requirements of SB 610 and SB 221 provide means to ensure that the water supply needs of notable development projects are carefully considered relative to LADWP's ability to adequately meet future needs. It is therefore anticipated that LADWP would be able to supply the demands of the proposed project and related projects through the foreseeable future. As such, no significant cumulative impacts related to water demand would occur.

Mitigation Measures

Mitigation Measure J-1: The following water conservation features shall be incorporated as part of the project: high efficiency toilets (no more than 1.28 gallons per flush) and no-flush urinals, plumbing fixtures that reduce potential water loss from leakage due to excessive wear of washers, automatic faucet/toilet controls (sensors), faucet flow

restrictors, Energy-Star rated water appliances, individual water meters for the individual retail and restaurant businesses, low-flow shower heads in the residential units, a swimming pool/spa leak detection system, irrigation controls (weather sensors, etc.), a separate irrigation meter for landscaping, sub-metering of residential units, micro-irrigation (which excludes sprinklers and high-pressure sprayers) to supply water in non-turf areas, and self-closing nozzles on hoses.

Energy

Electricity transmission to the Project site is provided and maintained by the Los Angeles Department of Water and Power (LADWP). Based on the proposed land uses, implementation of the project would result in a net consumption of approximately 3,600 megawatt hours (MWh) of electricity per day. At the time of the Draft EIR, LADWP was projected to have an annual demand of 27,487,000 MWh in 2012, with the net Project-related annual electricity demand representing approximately 0.01 percent of the forecasted demand, and is therefore within the anticipated service capabilities of LADWP.

Natural gas is provided to the Project site by the Southern California Gas Company (SCGC). Implementation of the Project is anticipated to result in a net consumption of approximately 146,000 cubic feet (kcf) of natural gas per day. Relative to a projected annual demand of 902 billion cubic feet within the entire SCGC service area in 2010, the net annual consumption of natural gas associated with the proposed Project would be approximately 0.007 percent and would be within the service capabilities of SCGC. The electricity and natural gas demand estimates for the project are based on consumption factors presented in the 1993 SCAQMD CEQA Air Quality Handbook, which do not take into account the energy conservation measures that would be incorporated into the project. As discussed in the Final EIR, construction of the proposed project would be required to exceed the California Building Energy Efficiency (Title 24) in effect at the time of development as well as establish energy conservation measures. Among other things, the project is subject to the City's Green Building Code, which is one of the most stringent building codes in the nation with respect to energy efficiency standards. Compliance with these building standards will substantially reduce the project's energy needs. Therefore, the actual electricity and natural gas demands of the project are anticipated to be less than estimated. Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. As such, the Project would have a less than significant impact.

Other CEQA – Archaeological

Six cultural resource investigations have been conducted within a half-mile radius of the project site with none of these investigations having identified any archaeological resources. If a unique archaeological resource is discovered during routine excavation and construction activities, work would cease and deposits would be treated in accordance with Federal, State, and Local guidelines, including those specified in California Public Resources Code Section 21083.2, and would be subject to the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5. Thus, impacts would be less than significant.

C. POTENTIAL SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

Based on a review of environmental issues in the Initial Study by the Department of City Planning, the City determined that implementation of the Proposed Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects. The following environmental impacts were analyzed and

determined to have potential significant impacts. However, these impacts would be mitigated to less than significant with implementation of mitigation measures, regulatory compliance measures and/or project design features. These impact areas are: Aesthetics (Construction), Noise (Operation), Hazards and Hazardous Materials, Hydrology and Water Quality (Construction; Operation), Schools (Construction), Parks and Recreation, Solid Waste (Cumulative), and Paleontological.

Aesthetics

Construction

During construction, the visual appearance of the project site would be affected by the demolition and excavation as well as construction activities, which would be visible to adjacent land uses as well as pedestrians and motorists. The staging of equipment, portable toilets, and office trailers would occupy the site. With the placement of temporary fencing along the perimeter of the property to screen these activities at the street level, these short-term impacts would be less than significant.

Mitigation Measures

Mitigation Measure A-1: Temporary fencing with screening material shall be used to buffer views of construction equipment and materials, when feasible.

Noise – Operation

The project site is currently exposed to noise levels that range from 60.0 to 74.0 CNEL, due primarily to traffic on adjacent roadways (Santa Monica Boulevard, Las Palmas Avenue, and Lexington Avenue) and operation of existing commercial business including the night clubs, building material yard, lumber yard, FedEx service center, and other commercial establishments. Currently, baseline ambient noise level at times exceeds the City-recommended noise standard (65 dBA CNEL) for the site to be used for multi-family residential development. However, some of the major noise generating business, such as the existing night clubs and building material yard, would be removed. In addition, implementation of Mitigation Measures G-6 and G-7 would ensure the interior of the residential units meet the 45 dBA (CNEL) requirement and reduce potential impacts associated with the introduction of residential uses to a less than significant level.

Mitigation Measures

Mitigation Measure G-6: The project shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations, which ensure an acceptable interior noise environment.

Mitigation Measure G-7: Construct all exterior walls including exterior windows of the proposed residential units with construction assemblies having a minimum STC 30 (Sound Transmission Class) for units facing north (i.e. Lexington Avenue), a minimum STC 35 for units facing south, east and west (i.e. Las Palmas Avenue and Santa Monica Boulevard), as required to meet the 45 dBA (CNEL) at the interior of the residential units.

Hazards and Hazardous Materials

Previous Use of the Site

The owners of the project site and Department of Toxic Substances Control (DTSC) have entered into a voluntary clean-up agreement for DTSC to oversee soil remediation and any additional assessment of the detected low level solvent impacts beneath the property. With soil remediation, soils beneath the site would not pose a risk to future residents. Furthermore, based on the modeling of degassing effects from VOC's in groundwater, the existing solvent levels in the groundwater do not pose an unacceptable risk for future indoor air quality. In addition, the existing levels of contamination found in the soil, soil vapor, and groundwater beneath the site are well below the current short-term permissible worker exposure levels as regulated by Cal-OSHA. Additionally, potential impacts to workers performing clean-up of the site would be minimized through compliance with Cal-OSHA requirements and an approved Health and Safety Plan. If vapor extraction or excavation activities are performed during soil remediation, potential health impacts associated with the soil vapors from exposed soils and from dust during excavation would be minimized through compliance with SCAQMD rules and other worker health and safety programs (e.g., Cal-OSHA). Mitigation Measure D-1 is provided to further ensure compliance with SCAQMD rules and other worker health and safety programs during soil remediation.

Project construction activities such as demolition, excavation, and grading would have the potential to encounter previously unidentified contaminated soils or underground features. However, all demolition and grading would be conducted in accordance with local, state, and federal regulations. Furthermore, Mitigation Measure D-2 is proposed to reduce potential impacts associated with previous uses of the site to less than significant levels.

Asbestos

Because all existing buildings on the project site were constructed prior to 1979, asbestos may be present on-site. As such, demolition of these buildings may have the potential to release asbestos fibers into the atmosphere (if present) if they are not properly stabilized or removed prior to demolition activities. The removal of Asbestos Containing Materials (ACM) is regulated by SCAQMD Rule 1403 and if asbestos are present, would be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Implementation of Mitigation Measure D-3 is recommended to ensure compliance with regulatory requirements and reduce potential impacts associated with ACM to a less than significant level.

Lead-Based Paint

Lead based paint has been detected at a vacant building (formerly the Kodak Studios building), located at 6677-6687 West Santa Monica Boulevard. It is possible that the other buildings on the project site may contain lead-based paint. As the project would demolish all of the existing improvements, the potential for lead exposure would occur. However, Mitigation Measure D-4 is proposed to reduce potential impacts from lead exposure to a less than significant level.

Underground Storage Tanks

Underground Storage Tanks (USTs) from previous uses of the site could still be present on-site. However, potential impacts associated with USTs would be reduced to a less than significant level with the implementation of Mitigation Measure D-2.

Methane Gas

Several portions of the project site are located within a City-designated methane buffer zone, where potential impacts relative to methane gas could occur during construction and/or operation of the proposed project. However, the proposed project would be required to comply with Cal-OSHA requirements, the City's Methane Seepage Regulations, and specifications of the LADBS. Mitigation Measure D-5 and Mitigation Measure D-6 are proposed to ensure compliance with such regulatory requirements and to reduce potential impacts from methane gas to a less than significant level.

Emergency Response and Evacuation

Emergency vehicle access to the project site would be provided via Santa Monica Boulevard to the south and Las Palmas Avenue to the west. In addition, emergency access would be provided by a 28-foot wide, landscaped pedestrian plaza that would bisect the site north-south to connect Lexington Avenue and Santa Monica Boulevard. Thus, the project would not result in significant impacts on emergency response and evacuation.

Cumulative Impacts

Impacts associated with hazards/hazardous materials are site-specific and do not cumulatively affect off-site areas. Moreover, related developments in the vicinity would be subject to the same local, State, and Federal regulations pertaining to hazards and hazardous materials. As such, with adherence to these regulations, the concurrent development of the proposed project and related projects would not result in cumulatively significant hazards and hazardous materials impacts.

Mitigation Measures

Mitigation Measure D-1: If vapor extraction or excavation activities are performed during soil remediation, such activities shall be performed in compliance with all applicable regulations, including SCAQMD rules and Cal-OSHA.

Mitigation Measure D-2: A qualified environmental consultant shall monitor the site during removal of slabs/pavement and substructures to observe for evidence of any USTs, toxic materials, contaminated soils, or contaminated groundwater. Observations shall include the use of a photo-ionization detector calibrated to detect perchloroethylene (PCE) in addition to visual and olfactory observations of the soil. If contamination is discovered, grading within such area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented so as to render the area suitable for grading activities to resume. The potentially contaminated area shall be evaluated to determine the nature and extent of contamination, if any. Any contamination above regulatory limits shall be excavated/disposed of, treated in-situ (in place), or otherwise managed in accordance with applicable regulatory requirements. Contaminated soils shall be remediated to the satisfaction of the DTSC, and written confirmation of completion of the soils remediation to the agency's satisfaction shall be submitted to the City of Los Angeles Department of Building and Safety prior to issuance of a certificate of occupancy.

- Mitigation Measure D-3:** Prior to issuance of demolition permits, the Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that an asbestos survey has been conducted at all existing buildings located on the project site. If asbestos is found, the Applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403.
- Mitigation Measure D-4:** Prior to issuance of demolition permits, the Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted at all existing buildings located on the project site. If lead-based paint is found, the Applicant shall follow all procedural requirements and regulations, including California Code of Regulations, Title 8, Section 1532.1, for proper removal and disposal of the lead based paint.
- Mitigation Measure D-5:** During subsurface excavation activities, including borings, trenching, and grading, Cal-OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil gases, including but not limited to methane.
- Mitigation Measure D-6:** Testing for methane gases shall be conducted prior to issuance of building permit pursuant to the City of Los Angeles Department of Building and Safety requirements. If necessary, a methane control system, such as an impermeable membrane and passive subslab venting and detection system, shall be incorporated into the design of the buildings pursuant to the City of Los Angeles Department of Building and Safety requirements.
- Mitigation Measure D-7:** If construction dewatering is necessary, prior to issuance of a grading permit for activities involving construction dewatering, evidence shall be provided to the City of Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provision for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge. If contaminated groundwater is discovered on-site, treatment and discharge of the contaminated groundwater shall be conducted in compliance with applicable regulatory requirements including LARWQCB standards.

Schools (Construction)

Construction

The proposed project is located 700 feet from the nearest school, Bancroft Middle School, which would be significantly impacted during project construction-related activities including worker travel, hauling activities, and the delivery of construction. Santa Monica Community Charter Elementary School located at 1022 North Van Ness Avenue would be located along the haul route, but would not be impacted. Santa Monica Boulevard is designated by the LADOT as a pedestrian route for the middle school. Construction traffic traveling down Santa Monica Boulevard and Las Palmas Avenue would have significant impacts on the existing pedestrian routes, school related traffic, and transportation safety issues at Bancroft Middle School.

However, with implementation of proposed mitigation measures provided by the LAUSD Office of Environmental Health and Safety, potential impacts associated with construction regarding school bus access, pedestrian routes, and traffic and safety access would be reduced to less than significant levels. Mitigation measures are proposed to reduce construction-related impacts on schools to less than significant.

Mitigation Measures

- Mitigation Measure H-7:** Prior to construction, the Applicant is required to contact the LAUSD Transportation Branch regarding potential impact to school bus routes.
- Mitigation Measure H-8:** Maintain unrestricted access for school buses during construction.
- Mitigation Measure H-9:** Comply with provision of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.
- Mitigation Measure H-10:** Do not endanger passenger safety or delay student drop-off or pick-up due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
- Mitigation Measure H-11:** Maintain safe and convenient pedestrian routes to LAUSD schools.
- Mitigation Measure H-12:** Maintain on-going communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Mitigation Measure H-13:** Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Mitigation Measure H-14:** Do not haul past affected school sites, except when school is not in session. If that is infeasible, do not haul during school arrival or dismissal times.
- Mitigation Measure H-15:** No staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Mitigation Measure H-16:** Provide crossing guards when safety of student may be compromised by construction-related activities at impacted school crossings.
- Mitigation Measure H-17:** Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
- Mitigation Measure H-18:** Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

Parks and Recreation

Public Recreation Plan (PRP)

The PRP's desired long-range Citywide standard for local parks is two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one acre per 1,000 persons for neighborhood parks and one acre per 1,000 persons for community parks. Of the approximately 123,501 square feet of total open space to be provided by the project, approximately 88,751 square feet (2.03 acres) would be considered "neighborhood" open space, thus falling short of the City's long-range standard as well as the short-range and intermediate range standards for neighborhood parks. With the project's 88,751 square feet of common open space and recreational opportunities, the use of existing community parks in the area would also be minimized. Nevertheless, residents of the proposed development would be expected to utilize community parks (i.e., baseball, basketball, volleyball, and tennis courts, etc.). The project would still fall short of the City's long-range and short-range standards for community parks. Thus, impacts relative to the PRP would be significant prior to mitigation.

City of Los Angeles Municipal Code (LAMC)

Section 12.21 of the LAMC requires that all buildings containing six or more dwelling units on a lot provide a minimum square footage of usable open space per dwelling unit. Based on the proposed dwelling unit types, the project would be required to provide a total of 93,075 square feet of usable open space. The proposed project would provide approximately 123,501 square feet of usable open spaces areas consisting of common open space (e.g., courtyards, recreation rooms, pedestrian pathways) and private open space (balconies) for its residents. Thus, the project would exceed the useable open space requirements set forth in Section 12.21 of the LAMC. Pursuant to Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act, the project would be required to do one of the following: dedicate approximately 2.13 acres of park and recreation space, or pay in-lieu fees currently set at approximately \$4,848 per dwelling unit, or in accordance with Section 17.12-H of the LAMC. The project would provide approximately 1.64 acres of common park and recreation space, falling short of the 2.13 acre parkland dedication requirements of Section 17.12. Therefore, impacts relative to compliance with Section 17.12, the implementing ordinance of the Quimby Act, would be significant prior to mitigation.

Cumulative Impacts

Of the 142 related projects identified in Section III, 101 of the related projects are located within a 2-mile radius of the project site and are residential in nature or have residential components. Using the average household size of 2.25 residents per unit for the Hollywood Community Plan, the total population for these 101 related projects is estimated to be 20,882. The 1,769 residents estimated to be generated by the proposed project, in addition to the estimated 20,882 residents associated with the identified related projects would result in a cumulative population increase of approximately 22,651 residents. The estimated park space requirement to meet the standards for the 22,651 residents associated with the project and related projects would be as follows: 22 acres of neighborhood parks and 22 acres of community parks to meet the PRP's short- and intermediate-range standards (1 acre per 1,000 residents) and 44 acres of neighborhood and 44 acres of community park to meet the PRP's long-range standards (2 acres per 1,000 residents). Like the proposed project, the related projects would be subject to LAMC Sections 12.21 and 17.12 with regard to the provision of open space and park impacts from these related projects would be reduced to less than significant levels. Furthermore, cumulative impacts are also concluded to be less than significant as the demand for parks and open space attributable to

cumulative development would be met via compliance with the requirements of the LAMC Sections 12.21 and 17.12.

Mitigation Measures

Mitigation Measure H-19: In consultation with the City of Los Angeles Department of Recreation and Parks, the Applicant shall do one or more of the following: (1) dedicate additional parkland to meet the requirements of Section 17.12 of the LAMC; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in-lieu fees.

Solid Waste (Cumulative)

Cumulative

At the individual level, the proposed project would have a less than significant solid waste impacts during construction and operations. However, construction and operations of the proposed project, together with the 142 related projects would generate inert waste and would cumulatively increase the need for waste disposal and both unclassified and classified landfills. While the County has sufficient capacity at these landfills, the project's contribution in conjunction with related projects would be cumulatively significant. As such mitigation measures have been proposed to reduce construction waste and solid waste disposal to less than significant levels.

Mitigation Measures

Mitigation Measure J-2: The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Department of Building and Safety prior to approval of the Certificate of Occupancy for the proposed project.

Mitigation Measure J-3: To facilitate on-site separation and recycling of demolition and construction-related wastes, the construction contractor should provide temporary waste separation bins on-site during demolition and construction of the proposed project.

Mitigation Measure J-4: Recycling bins shall be provided at appropriate locations on the project site to promote recycling of paper, metal, glass, and other recyclable materials.

Other CEQA Considerations – Paleontological

A records search of the project area determined that there are no fossil localities inside the project boundaries and no known burials or Native American cultural resources within the project site or within a quarter-mile radius of the project site. However, there is potential that fossil vertebrate materials may be encountered during the excavation for the subterranean parking garage. If such resources are encountered during excavation and grading activities, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with City guidelines and any human remains will be treated in accordance with Section 5097.98 of the Public Resources Code and Section 7050.5 of the Health and Safety Code.

Mitigation Measure V(c)-1: A qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity in sediments five feet or more below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If fossils are found during monitoring, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

D. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following are environmental categories that would have significant impacts which can be mitigated but not reduced to a level of insignificance. Implementation of the proposed project would result in significant unavoidable environmental impacts to the following categories and sections: Air Quality (Construction; Regional Operation, Regional Concurrent Construction and Operational, Cumulative), Land Use and Planning (Consistency with Plans), Noise (On-Site Construction), and Transportation and Circulation (Construction Traffic and Parking, Operation-Study Intersections, Residential Street Segments).

Air Quality (Construction)

Regional Construction Impacts

Construction-related daily maximum regional construction emissions would not exceed the SCAQMD daily significance thresholds for volatile organic compounds (VOC), carbon monoxide (CO), sulfur oxide (SOX), particulate matter (PM10), and fine particulate matter (PM2.5). However, maximum regional emissions would exceed the SCAQMD daily significance thresholds for nitrogen oxide (NO_x) during periods of heavy use of heavy-duty construction equipment (e.g., site grading activities during Phases 1 and 2). Therefore, regional construction emissions resulting from the Project would result in a significant short term impact. The Project would also have a cumulative impact due to construction-related regional NO_x emissions. Implementation of Mitigation Measures B-1 through B-5 would reduce construction emissions for all pollutants (a minimum of 5 percent for NO_x emissions), however, even with incorporation of all feasible mitigation measures, the Project would remain in exceedance of the SCAQMD regional significance threshold for NO_x during the most intense construction period and Project regional construction impacts for NO_x emissions (project and cumulative) would remain significant and unavoidable.

Regional Operation Impacts

Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Based on the analysis provided in Section IV.B, Air Quality, regional emissions resulting from operation of the project are expected to exceed the SCAQMD thresholds for VOC.

Regional Concurrent Construction and Operational Impacts

As project construction would occur over a four year period and the Project would be completed over two phases, the potential exists for concurrent construction and operational impacts. Concurrent regional construction and operational emissions of CO, PM₁₀, PM_{2.5}, and SO_x, would be considered adverse, but less than significant, since the levels of these emissions would fall below their respective SCAQMD regional significance thresholds. However, VOC would exceed the operational threshold, and NO_x would exceed both construction and operational thresholds. Localized impacts would be less than significant. Although the Project would incorporate numerous project design features to reduce construction and operational emissions, and implementation of Mitigation Measures B-1 through B-15 would reduce construction emissions for all pollutants, regional concurrent construction and operational VOC emissions would exceed the regional operational threshold, and NO_x would exceed both construction and operational thresholds even with incorporation of all feasible mitigation measures.

Cumulative Impacts

Of the 142 related projects that have been identified within the proposed project study area, there are a number of related projects that have not yet been built or are currently under construction. Nevertheless, construction-period NO_x and VOC mass regional emissions, and localized PM₁₀ emissions associated with the proposed project are already projected to result in a significant impact to air quality. As such, cumulative impacts to air quality during proposed project construction would also be significant and unavoidable.

Mitigation Measures

- Mitigation Measure B-1:** General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403 which include:
- The contractor shall keep the construction area sufficiently damped to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All materials transported off-site shall be either sufficiently watered or securely covered to prevent the generation of excessive amounts of dust
 - All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent the generation of excessive amounts of dust.
 - Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the site.
 - Sweep daily all paved parking and staging areas.
 - An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.
 - Replace ground cover in disturbed areas as quickly as possible. Areas to remain uncovered for an extended period are to be hydro-seeded with indigenous wild flower seeds.

- Mitigation Measure B-2:** The project applicant shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction. The project applicant shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. These measures include the following:
- Use late model heavy-duty diesel-powered equipment with cooled exhaust gas recirculation at the project site
 - Apply NOx control technologies, such as fuel injection timing retard for diesel engines and air-to-air cooling, as feasible.
 - Electricity from power poles rather than temporary diesel or gasoline-powered generators shall be used during project construction.
 - During construction, trucks and vehicles in loading and unloading queues should turn their engines off when not in use to reduce idling vehicle emissions. Truck and equipment shall be limited to five minutes or less.
 - Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions and keep all construction equipment in proper tune in accordance with manufacturer's specifications.
 - Maintain records on fuel use, hours of operation, and periodic maintenance of all construction equipment.
- Mitigation Measure B-3:** The project applicant shall implement measures to reduce emissions of pollutants generated from haul routes and construction traffic to include the following:
- Configure construction parking to minimize traffic interference.
 - Provide temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person).
 - Schedule construction activities that affect traffic flow on public roadways to off-peak hours to the extent feasible.
 - Re-route construction trucks off congested streets
 - Consolidate truck deliveries to the extent commercially feasible.
 - Utilize proper planning to reduce re-work and multiple handling of earth materials.
 - Select equipment that is properly sized to minimize trips/use.
 - Maximize off-site construction (i.e., prefabricating and pre-painting)
- Mitigation Measure B-4:** Electricity from power poles and solar-powered rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.
- Mitigation Measure B-5:** The project applicant shall ensure that the construction contractor utilizes architectural coatings which contain a VOC rating of 75 grams/liter of VOC or less.

- Mitigation Measure B-6:** The Applicant shall, as feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.
- Mitigation Measure B-7:** Fundamental Building Systems Commissioning – verify building systems are designed, installed and calibrated to operate as intended. Commissioning process activities shall be completed for the following energy-related systems: Heating, ventilating, air conditioning, and refrigeration (HVAC&R) systems (mechanical and passive) and associated controls, lighting and daylighting controls, domestic hot water systems, and any renewable energy systems (wind, solar etc.)
- Designate an individual as the Commissioning Authority (CxA) to lead, review and oversee the completion of the commissioning process activities.
 - The Owner shall document the Owner's Project Requirements (OPR). The design team shall develop the Basis of Design (BOD). The CxA shall review these documents for clarity and completeness. The Owner and design team shall be responsible for updates to their respective documents.
 - Develop and incorporate commissioning requirements into the construction documents.
 - Develop and implement a commissioning plan.
 - Verify the installation and performance of the systems to be commissioned.
 - Complete a summary commissioning report. The commissioning report shall be submitted to the Department of Building and Safety prior to the issuance of the building permit.
- Mitigation Measure B-8:** Demonstrate a 14 percentage increase in the proposed building performance rating compared to the baseline building performance rating required by the current Title 24 standards. The increase in energy efficiency shall be verified in the commissioning report.
- Mitigation Measure B-9:** The project shall incorporate tank-less (on demand) water heaters into the residential units. The installation of tank-less water shall be verified by the Department of Building and Safety prior to issuance of Certificate of Occupancy.

Land Use

Consistency with Local Plans and Applicable Policies

While the project is generally consistent with many relevant land use policies, as discussed in Section IV.F of the Draft EIR, it is not consistent with the Hollywood Community Plan land use designation for the site of "Limited Manufacturing" which, among other things, does not provide for development of residential uses. The project would require an amendment to the General Plan land use designation from "Limited Manufacturing" to "General Commercial." The project is also inconsistent with the site's current zoning of [Q] M1-1VL-SN and would require a zone change to C2-2D-SN. The Draft EIR also discussed the January 3, 2008 Memorandum on Staff Direction Regarding Industrial Land Use and Potential Conversion to Residential or Other Uses, and its accompanying Attachment A (ILUP Geographically Specific Directions) prepared by the City in January, 2008 (the "ILUP Memo"). As stated in its text, the ILUP Memo did not change

existing land use designations or alter the City's policies with respect to industrial lands. With respect to an area that includes the Project site and other properties in the vicinity, the ILUP Memo directed staff to study, as part of the Hollywood Community Plan update, opportunities for a new mixed use zone (which would not permit freestanding residential developments). The City subsequently conducted the recommended study and, in 2012, adopted general plan amendments and zone changes in conjunction with the 2012 Hollywood Community Plan update. The 2012 general plan and zone changes adopted for the Project site are studied in Alternative E, discussed in the 2013 RPDEIR. However, in April, 2014, following the court's decision in *Fix the City v. City of Los Angeles* (Case No. BS138580), the City rescinded the 2012 Hollywood Community Plan update and its associated zoning ordinance, and the project site reverted to its previous planning and zoning designations. While Mitigation Measure F-1 would ensure compliance with the City's Walkability Checklist, no feasible mitigation measures are available which could reduce the Project's impacts with respect to consistency with land use plans to a less than significant level, and thus Project impacts with respect to consistency with land use plans would remain significant and unavoidable.

Cumulative Impacts

The 142 related projects generally consist of infill development and redevelopment of existing uses. As with the proposed project, related projects would be required to comply with relevant land use policies and regulations. However, as the project would result in a significant impact with respect to the ILUP Memo, the project would potentially incrementally contribute to cumulative inconsistencies with respect to the ILUP Memo. Cumulative impacts on the regulatory framework would be potentially significant. Additionally, there are no related projects located within the immediate vicinity of the site. The two closest projects are Related Project No. 4 on 1260 Las Palmas Avenue which is less than 800 feet from the site and Related Project No. 93 on 6502 Santa Monica Boulevard which is less than 1,100 feet from the site. These two related projects consist of the minor renovation/expansion of existing uses. Therefore, the project in combination with related projects would not alter the existing land use relationships in the community. As such, the project would not contribute to a cumulative impact with respect to land use compatibility.

Mitigation Measures

Mitigation Measure F-1: Project plans shall be submitted to the Department of City Planning's Urban Design Studio for review and compliance with the Walkability Checklist prior to submittal for plan check. A provision of the Checklist is that along long blocks, passageways or paseos should be incorporated into mid-block developments which facilitate pedestrian movement through the depth of the block to the front of the parallel block.

During daytime hours, public pedestrian access shall be allowed through the mid-block in the emergency access lane. Additionally, there are no related projects located within the immediate vicinity of the site. The closest projects are situated approximately 700 feet to 1100 feet from the project site. These projects include Related Project No. 4 – the Day Care/Pre-School project at Las Palmas Avenue and Fountain Avenue, Related Project No. 93 – a restaurant expansion project at Santa Monica Boulevard and Wilcox Avenue, Related Project No. 52 – a residential development at Fountain Avenue and Wilcox Avenue, and Related Project No. 104 – a 98-unit condominium development at Lexington Avenue and Highland Avenue. Related Projects Nos. 4

and 93 consist of the minor renovation/expansion of existing uses. Related Project Nos. 52 and 104 are residential infill developments in areas that already include residential uses. Therefore, the project in combination with related projects would not alter the existing land use relationships in the community. As such, the project would not contribute to a cumulative impact with respect to land use compatibility.

Noise

On-Site Construction Noise

Although Mitigation Measures G-1 through G-5 would reduce construction noise impacts, Project construction activities would intermittently increase the daytime noise levels at the noise sensitive receptors during the site demolition and initial stages of site grading/excavation activities by more than the 5 dBA significance threshold. Despite incorporation of this mitigation, construction noise impacts (project specific and cumulative) would remain significant and unavoidable.

Mitigation Measures

- Mitigation Measure G-1:** 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.
- Mitigation Measure G-2:** Exterior noise generating construction activities shall be limited to Monday through Friday from 7:00 A.M. to 6:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays.
- Mitigation Measure G-3:** To the extent feasible, construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes significantly high noise levels.
- Mitigation Measure G-4:** Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptors.
- Mitigation Measure G-5:** Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Transportation and Circulation

Construction Traffic and Parking

Construction activities would generate additional traffic as a result of employee vehicles and construction trucks for the transport of equipment, building materials, and export soil. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck trips and construction employee trips could decrease the service levels at some

intersections, resulting in temporary adverse impacts. Additionally, due to the temporary removal of on-street parking to accommodate truck queuing, construction parking impacts would be significant and unavoidable. However, despite incorporation of a mitigation measure requiring the preparation of a Construction Staging and Management Plan, construction traffic impacts could be potentially significant and unavoidable, but temporary.

Construction employees would park on-site, and thus would not affect parking on neighboring streets. However, in order to provide space for haul trucks to queue along Las Palmas Avenue and Lexington Avenue during the excavation periods, temporary street parking prohibitions would be required, resulting in a temporary significant and unavoidable impact on-street parking.

Study Intersections

The project would be expected to generate 1,420 net new daily vehicle trips. During the A.M. peak-period and P.M. peak period, a net increase of 289 trips (123 inbound and 166 outbound) and 261 trips (153 inbound and 108 outbound) would occur, respectively. Of the 20 intersections, seven would be significantly impacted prior to mitigation at one or both peak periods. However, following mitigation, the impact at the intersection of Las Palmas Avenue & Santa Monica Boulevard (during the A.M. peak hour) would remain significant and unavoidable. This analysis is conservative, since no trip-reduction credit has been taken for the comprehensive TDM plan specified in revised Mitigation Measure I-4.

Residential Street Segments

Operation of the Project would result in potential impacts to residential street segments. Under the Original Project (786 residential units and 22,200 sf of retail/restaurant), as well as the proposed project, two analyzed street segments would be significantly impacted, including Las Palmas Avenue south of Fountain Avenue and Lexington Avenue west of June Street for Future plus Project conditions. No feasible mitigation was identified to reduce impacts at the impacted residential street segments, and as such, the impact at these intersections would remain significant and unavoidable under the Future plus Project conditions. This analysis is conservative, since no trip-reduction credit has been taken for the comprehensive TDM plan specified in revised Mitigation Measure I-4.

Mitigation Measures

Mitigation Measure I-1: Prior to the start of construction, the project Applicant shall devise a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify all traffic control measures (including the use of flag persons and appropriate detour signage) to be implemented by the construction contractor through the duration of demolition and construction activities associated with the proposed project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Mitigation Measure I-4: Transportation Demand Management Program. A preliminary TDM program shall be prepared and provided to LADOT for review prior to the issuance of the first building permit for the project, and a final TDM program approved by LADOT shall be required prior to the issuance of the first certificate of occupancy

for the project. The TDM program shall include, but not be limited to, the following strategies:

- Site Design—The proposed project shall be designed to maximize connectivity and enhance pedestrian, bicycle, and transit amenities to encourage walking, biking, and transit. Amenities would include:
 - Wide sidewalks along both Santa Monica Boulevard (consistent with the current Hollywood Community Plan designation for Santa Monica Boulevard) and Las Palmas Avenue;
 - Street trees, street furniture such as benches, and landscaped pathways between buildings;
 - Improved pedestrian lighting;
 - Decorative awnings and street lamps within the retail areas of the Project Site; and
 - Improved bus shelters, lighting, and landscaping.
- Flexible/Alternative Work Programs—The project shall include business services to facilitate work-at-home arrangements for project residents. Additionally, non-residential uses shall include opportunities for flexible/alternative work schedules and telecommuting programs, as appropriate.
- Unbundled Parking—Unbundled parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making. Accordingly, all project leases/sales shall include parking as an option only.
- Parking Cash Out—California’s parking cash out program was enacted as State law in 1992. This law applies to employers of 50 persons or more and who do not own the parking spaces they provide to employees. Accordingly, commuters who are offered subsidized or no cost parking shall be offered the cash equivalent paid by their employer (e.g., \$100 per month) if they forgo their parking space and use alternative travel modes such as biking or taking a bus to work.
- Alternative Transportation Support Services—The project shall include provisions/facilities in order to offer the following services to residents and employees:
 - Discounted transit passes through a transit pass discount program;
 - Information regarding transit routes and schedules, as well as all onsite pedestrian, bicycle, and transit amenities, including shared car and shared bicycle services;

- Administrative support for the formation of carpools/vanpools;
 - Car share services for residents; and
 - A guaranteed ride home program, potentially via a shared car program.
- Bicycle Repair Area—The proposed project shall provide a self-service bicycle repair area where cyclists can use tools shared by both residents and employees to repair their bicycles.
 - Bicycle Parking – The proposed project shall locate short-term bicycle parking along the project frontages and within the project site, including the 40-foot wide north-south passageway linking Santa Monica Boulevard to Lexington Avenue.
 - Contribution to City of Los Angeles Bicycle Plan Trust Fund – The proposed project shall contribute a one-time fixed fee of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Hollywood area.
 - Mobility Hub Programs - The project Applicant shall coordinate with LADOT to evaluate the potential for the proposed project to participate in the City's Integrated Mobility Hubs program, which includes shared cars and bikes and secure bike parking.
 - Hollywood Transportation Management Organization - The proposed project shall join the future Hollywood Transportation Management Organization (TMO) being developed in association with other major Hollywood employers in the area (e.g., Paramount, NBC/Universal, and Capitol Records). The TMO would help augment or implement some of the project-specific strategies described above.
 - Electric Vehicle Charging – The proposed project shall provide a minimum of 20% of project parking spaces with pre-conduit, wire-able outlets to accommodate electrical vehicle charging stations.
 - Shared Ride Service – The proposed project shall include a shared ride service within the project parking area.
 - Contribution to City of Los Angeles Bicycle Plan Trust Fund— The proposed project shall contribute a one-time fixed fee of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Hollywood area.
 - Mobility Hub Programs—The project Applicant shall coordinate with LADOT to evaluate the potential for the proposed project to participate in the City's Integrated Mobility Hubs program, which includes shared cars and bikes and secure bike parking.

- Hollywood Transportation Management Organization—The proposed project shall join the future Hollywood Transportation Management Organization (TMO) being developed in association with other major Hollywood employers in the area (e.g., Paramount, NBC/Universal, and Capital Records). The TMO would help augment or implement some of the project-specific strategies described above.

- Mitigation Measure I-5:** Bicycle rack parking that is secure, convenient, and easily accessible, shall be added onsite and within the public right of way with the approval of Bureau of Street Services, Department of Public Works through their A Permit process. The copy of the A permit will be submitted to Department of Building and Safety prior to approval of Certificate of Occupancy. Bicycle parking spaces shall be provided at the rate of two percent of the number of automobile parking spaces required for non-residential uses.
- Mitigation Measure I-6:** Highland Avenue & Santa Monica Boulevard. Install systems loops for the northbound right-turn movement.
- Mitigation Measure I-7:** Las Palmas Avenue & Santa Monica Boulevard. Install systems loops for the northbound and southbound directions and for the eastbound and westbound left-turn movements.
- Mitigation Measure I-8:** Wilcox Avenue & Santa Monica Boulevard. Install systems loops for the eastbound and westbound left-turn movements.
- Mitigation Measure I-9:** Cahuenga Boulevard & Santa Monica Boulevard. Install systems loops for the eastbound and westbound left-turn movements.
- Mitigation Measure I-10:** Vine Street & Santa Monica Boulevard. Install systems loops for all left-turn movements.
- Mitigation Measure I-11:** Western Avenue & Santa Monica Boulevard. Install systems loops for the eastbound and westbound right-turn movements.
- Mitigation Measure I-12:** US-101 northbound off-ramp & Santa Monica Boulevard. Install system loops utilizing video detection for the eastbound and westbound directions.
- Mitigation Measure I-13:** Cole Avenue & Santa Monica Boulevard. Install system loops for the eastbound and westbound left-turn movements and for the northbound and southbound directions.
- Mitigation Measure I-14:** In accordance with LADOT recommendations, the project Applicant shall survey and monitor the three residential street segments specified below both before and after project occupancy (i.e., before and following implementation of the TDM program detailed in Mitigation Measure I-4) to assess the level of impact, if any, resulting from project-related traffic.
- Las Palmas Avenue south of Fountain Avenue
 - Lexington Avenue west of June Street

If impacts are substantiated, the Applicant shall work with the affected stakeholders and consult with LADOT and City Council District 4 to determine appropriate neighborhood traffic calming measures to be implemented. Improvements shall focus solely on non-restrictive traffic calming measures which may include, but would not be limited to, traffic circles, speed humps, roadway narrowing effects (e.g., raised medians, traffic chokers, etc.), landscaping features, roadway striping changes, and stop sign patterns. Neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities, shall also be considered. The Applicant shall be responsible for conducting the engineering evaluation of the potential measures to determine feasibility and to design and implement the final measures approved by LADOT and supported by the affected stakeholders.

E. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a proposed project be considered. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing in the area or region. According to the CEQA Guidelines, growth-inducing impacts can include impacts associated with the removal of obstacles to growth as well as the development of facilities that encourage and facilitate growth (e.g., new residential units, expanded infrastructure).

The proposed project would redevelop the existing project site to provide new residential units and community-serving commercial use to better serve the existing and future needs of the Hollywood community. Although the introduction of residential uses would foster population growth within the area, it would nevertheless accommodate the existing need for housing within the jobs-rich Hollywood Community as discussed in Section IV.F, Land Use, of this EIR. Furthermore, the ground-level commercial uses proposed by the project would not be expected to foster economic growth since these uses would primarily serve the future project residents and existing residents in the neighborhood. It is noted that the project site is within the City of Los Angeles, subject to the City's General Plan and the Hollywood Community Plan. Objectives within the City and the Hollywood Community Plan include the provision of housing to satisfy the varying needs and desires of all economic segments of the community and to address the current shortfall of housing occurring throughout the City and within the Hollywood community.

The project, as proposed would provide a variety of housing types of varying sizes and designs for a range of income levels in order to meet the rising housing demand in Los Angeles. As such, the project would not yield growth-inducing impacts.

F. Alternatives

This EIR considers a range of alternatives to the Proposed Project to allow for informed decision-making in accordance with *State CEQA Guidelines* Section 15126.6. Alternatives to the Proposed Project are identified for the purpose of substantially reducing or avoiding the significant impacts of the Proposed Project.

The alternatives analysis considers four alternatives that were rejected as infeasible and therefore not studied in detail in the EIR. These alternatives include: Alternative Site,

Alternatives to Eliminate Significant Operational Traffic Impacts, All Commercial Office Alternative, and Above Grade Parking Alternative. The alternatives to the proposed project that were analyzed in the EIR include: Alternative A – No Project/No Build Alternative; Alternative B – No Project/Light Industrial Redevelopment Alternative; Alternative C – Reduced Intensity (No Commercial) Alternative; Alternative D – Modified Project with Office Component Alternative; and, Alternative E – Zoning Compliant Alternative (Updated Hollywood Community Plan Alternative).

Alternatives Rejected

Alternative Site

The development of the proposed project at an alternative location was rejected as it would not avoid the project's significant construction-related air quality impacts associated with regional emissions. In addition, locating the mixed-use project in a comparable urban neighborhood, that would be compatible in density, land use, and in close proximity to public transit, would likely have the same temporary construction-related impacts with respect to local air emissions, noise, and traffic, as well as operational traffic impacts.

Alternatives to Eliminate Significant Operational Traffic Impacts

An alternative to eliminate the project's significant operational traffic impacts to seven impacts was considered. However, it was estimated that a 60 percent reduction of the project, including residential density and retail and restaurant uses, would be necessary. Even a 30 percent reduction was estimated to only eliminate one of the seven significantly impacted intersections. Irrespective of at 30% or 60% reduction in the project, the project would still result in significant and unavoidable construction-related impacts with respect to air quality, noise, and traffic. Moreover, the 30% or 60% reduced project would not meet several objectives outlined by the proposed project, including the provision of housing units to meet the regional housing needs, strengthening the base of the Hollywood Community, and increasing the amount of usable open spaces within the site.

All Commercial Office Alternative

Because office-related uses generate more trips, the development of an all-commercial alternative would be anticipated to increase operational impacts with respect to air quality, noise, and traffic. Comparable construction-related significant impacts as compared to the proposed project would occur. Moreover, by locating office uses across the street from the residences on Lexington Avenue, a greater land use impact would occur than the proposed project.

Above Grade Parking Alternative

The above grade parking alternative would develop the site with the same density and commercial floor area as the proposed project with the exception being that the parking would be provided in above ground parking structures instead of subterranean parking levels. While this alternative would reduce the amount of grading and exporting that would otherwise occur, construction-related air emissions, construction-related noise, and operational impacts relative to regional air emissions, land use, and traffic would still be significant.

As these aforementioned alternatives would not avoid or substantially lessen the significant impacts of the proposed project and would not attain the basic objectives for the project, they were rejected.

Alternatives Accepted and Analyzed

Alternatives A, B, C, D, and E were considered and accepted as possible alternatives. The following describes each alternative analyzed in the EIR and a discussion as to the feasibility of the alternative. An Alternatives Comparison summary table of each level of impacts can be found in Table V-1 in Section V Alternatives in the Draft EIR.

Alternative A - No Project/No Build

This alternative would retain the existing structures on the site, with no plans for demolition or new construction, resembling current conditions. Under this scenario, no impacts to Aesthetics, Air Quality, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use, Noise, Public Services, Transportation, Noise, and Utilities would be less than when compared to the project. In addition, the No Project/No Build Alternative would not meet any of the project's objectives, would not revitalize an infill site, provide increased housing opportunities, improve the jobs/housing balance or introduce a development that balances the surrounding land uses of the site.

In accordance with CEQA Section 21081(a)(3), Alternative A is rejected as infeasible for the following specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers: The physical conditions of the site would remain as they are today. If Alternative A were approved instead of the Project, the Project site would continue to be utilized for nightclub, builder's supply, self-storage and recycling uses and would not be redeveloped with uses that are more compatible with the multi-family housing to the north of the Project site. Alternative A would not resolve the question of future re-use and redevelopment of the site.

Alternative B - No Project/Light Industrial Redevelopment

This alternative would develop the site with light industrial uses in accordance with the Light manufacturing designation and [Q]M1-1VL-SN Zone of the site. Under the existing zoning, FAR is limited to an FAR of 1.5:1 and a maximum building height of 45 feet. No setbacks are required for industrial uses and would allow a maximum buildable area of 372,180 square feet and approximately 745 parking spaces. Landscaping would be limited. With this alternative, impacts to Aesthetics, Historic Resources, Hazards and Hazardous Materials, Hydrology, Land Use, Public Services, Operational Noise, Utilities, and Traffic (freeways, residential street segments, public transit, emergency access, and parking) would be less than significant, significant and unavoidable impacts would occur with respect to construction traffic and localized emissions during construction. The Light Industrial Redevelopment alternative would not need the majority of the project's stated objectives, including the provision of housing, of meeting the jobs/housing balance, and would not meet the project objectives relative to increasing the amount of usable, visible open space and walkways within the site, of enhancing the livability of existing neighborhoods, and providing community-serving commercial uses.

In accordance with CEQA Section 21081(a)(3), Alternative B is rejected as infeasible for the following specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers: Approval of development of the Project site with approximately 372,000 square feet of light industrial uses would be less compatible with adjacent residential uses to the north of the Project site than the Project (a mixed-use project consisting of multi-family housing and retail/commercial uses along Santa Monica Boulevard). Redevelopment of the Project site with light industrial uses would not contribute to the creation of a pedestrian-friendly environment along Santa Monica Boulevard. Truck traffic intrusion into the adjacent residential neighborhood from light industrial use of the Project site would foreseeably give rise to conflicts with such

neighborhood. In addition, the significant traffic effects of the Project upon seven intersections would not be avoided. Use of the Project site for a mixed-use project consisting of 695 multi-family units (including 31 units set aside for very-low income households) along with retail/commercial uses along Santa Monica is considered superior to use of the Project site for light industrial uses based upon land use planning considerations.

Alternative C – Reduced Intensity (No Commercial)

Under this alternative, the project would be a purely residential project and would not include the 24,900 square feet of commercial uses. The 695 residential units would be developed within six separate buildings, ranging in height from five to six stories, and would be integrated by landscaped courtyards and pedestrian walkways. Parking would be provided pursuant to code, and approximately 110,595 square feet of common and private open space would be provided with a 28-foot wide landscaped pedestrian plaza running the length of the site. Impacts associated with this alternative would be similar to the proposed project, with the exception being that a greater impact would occur with land use consistency as the project would not meet some of the goals set forth in the local and regional plans, and the ILUP in particular. Significant impacts would still occur with respect to Air Quality (construction), and Noise (Construction), Traffic during construction, and would result in significant and unavoidable impacts to six study intersections compared to seven under the proposed project. This alternative, however, would not meet the objectives to an extent as the proposed project, with respect to the provision of community-serving commercial uses, promoting a jobs/housing balance, and providing a transition of land uses from the light industrial and commercial uses along Santa Monica Boulevard to the multi-family residential uses to the north along Lexington Avenue.

In accordance with CEQA Section 21081(a)(3), Alternative C is rejected as infeasible for the following specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers: Alternative C would eliminate potential traffic impacts at one of the seven potentially impacted intersections affected by the Project, but would not result in the improvement of Santa Monica with pedestrian-friendly retail and commercial uses. Greater traffic impact reduction can be achieved by the reductions proposed in the Project to 695 units while retaining the improvement of Santa Monica with pedestrian-friendly retail and commercial uses.

Alternative D – Modified Project with Office Component

This alternative would address the ILUP Memo regarding staff recommendations for industrial zoned land by developing a mix of residential and commercial uses with a FAR of 3.11:1, with a reduction in residential units (641 units) and commercial (22,200sf) to provide for 101,928 square feet of office uses. Impacts associated with the development of this project would be comparable to, or less than, that of the proposed project. However, the Modified Project with Office alternative would result in eight significantly impacted intersections, with three intersections that cannot be mitigated. In addition, this alternative would result in a greater number of trips overall and impacts on residential street segments would be greater. This alternative would meet many of the stated objectives of the proposed project but to a lesser extent than the proposed project.

Nevertheless, Alternative D was deemed feasible as it would have resulted in comparable impacts to that of the proposed project, increasing the jobs-to-housing balance, and providing for professional and technical employment opportunities related to and in support of media- and studio-related businesses in the vicinity. The office component would have increased the jobs-producing component from an FAR of 0.09 to 0.5. Alternative D would have reduced impacts in some areas, including Land Use Consistency, Operational Noise, Police, Schools, Parks and Recreation, Libraries, Water, and Solid Waste. Nevertheless, as compared to the proposed

project, Alternative D would have increased traffic impacts, resulting in a net increase of 2,005 daily trips compared to 1,420 net new daily trips under the proposed project, eight impacted intersections compared to the seven under the proposed project, with three impacted intersections following mitigation compared to one under the proposed project, and four impacted residential street segments compared to the project's three impacted residential street segments.

Alternative E – Zoning Compliant Alternative (Updated Hollywood Community Plan Alternative)

Alternative E was developed and studied in the 2013 RPDEIR in response to the 2012 adoption of a general plan amendment and zone and height district changes in conjunction with the 2012 Hollywood Community Plan update, and was intended to provide an alternative consistent with these updated zoning and planning designations. However, in April, 2014, following the court's decision in *Fix the City v. City of Los Angeles* (Case No. BS138580), the City rescinded the 2012 Hollywood Community Plan update and its associated zoning ordinance, and the Project site reverted to its previous planning and zoning designations, which were analyzed in the 2008 Draft EIR.

In accordance with CEQA Section 21081(a)(3), Alternative E is rejected as infeasible for the following specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers: As compared to the Project, Alternative E would result in approximately 1,000 more daily trips. Relative to the Project both AM and PM peak hour trips would also be increased. The number of potentially impacted intersections would be increased to 11 and the number of residential street segments impacted would be increased to 4. The number of multi-family units would be significantly decreased from 695 to 392, reducing the number of new housing units (and units set aside for very-low income households) provided to the community. Still, the decision rendered in *Fix the City v. City of Los Angeles* (Case No. BS138580) set aside the Community Plan Update, its underlying EIR, and the adopted zoning actions. The court's decision resulted in the reinstatement of the 1988 Community Plan and zoning designations. As such, Alternative E is no longer relevant.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of the proposed project identify an environmentally superior alternative among those evaluated in the EIR. A comparative analysis of the alternatives deemed the No Build/No Project Alternative to be the environmentally superior to the proposed project, as it would avoid all of the significant and unavoidable impacts of the Proposed Project. The No Project Alternative would not meet any of the objectives of the Proposed Project.

In accordance with CEQA Guidelines Section 15126.6(e), if the environmentally superior alternative is the "no project" Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the alternatives analysis provided above and in Table V-1, Comparison of Impacts Associated with Alternatives, the No Project/Light Industrial Redevelopment Alternative would be the environmentally superior alternative as it would not conflict with the City's ILUP, would not generate the 1,769 new residents associated with the Reduced Intensity Alternative, would eliminate most, but not all, of the significant and unavoidable impacts associated with regional air emissions, traffic impacts at three residential street segments, and land use impacts with respect to land use consistency and the ILUP. However, this alternative was rejected as it would not meet any of the project objectives, would not provide a development considerate or compatible with the residential uses to the north, would introduce truck traffic intrusion adjacent to an established residential neighborhood, would

not provide a jobs/housing balance, and would not provide the open space, or community-serving and pedestrian-oriented retail proposed by the project.

G. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified unavoidable significant impacts, which will result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts which are identified in the EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record.

Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in title 15, California Code of Regulations, section 15000 et seq. and hereby requires, pursuant to CEQA Guidelines Section 15093(b) that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the record of proceedings, including but not limited to the Final EIR, and other documents and materials that constitute the record of proceedings.

The Project may result in significant and unavoidable impacts relative to: (a) regional construction emissions; (b) regional emissions for concurrent construction and operational impacts (VOC, NO_x); (c) consistency with land use plans; (d) construction noise; (e) construction traffic and parking; (f) transportation intersection impacts (Las Palmas Avenue and Santa Monica Boulevard); and (g) residential street segment impacts (Las Palmas Avenue south of Fountain Avenue, and Lexington Avenue west of June Street).

Accordingly, the City Planning Commission adopts the following Statement of Overriding Considerations. The City Planning Commission recognizes that significant and unavoidable impacts will result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the Projects discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against their significant and unavoidable impacts, the City Planning Commission hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the rationale for the benefits of the Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the Project and justify their adoption and certification of the Final EIR.

1. Implementation of the Project will create a high-quality mixed-use, infill development in an area mixed with commercial, light industrial, and residential uses.
2. Implementation of the Project will create a vibrant project that responds to the need for new investment, including market-rate and affordable housing, together with retail and restaurant services serving both residents and employees of Hollywood.

3. Implementation of the Project will maximize the development potential of the Project site, while responding to the unique land use characteristics of the site, where industrially-zoned land abuts low medium residential land uses.
4. Implementation of the Project will locate 695 new multi-family units (including 31 units set aside for very-low income households) directly adjacent to the Hollywood Media District Industry Retention Area, supporting the vitality of the Media District Industry Retention Area which encompasses many facilities engaged in film and tape editing; film archiving and storage; studio equipment manufacturing, rental, and storage; sound recording; and various pre- and post-production uses. The Project will support the vitality of Media District by providing new multi-family housing opportunities (including housing opportunities for very-low income households) convenient to those who work in the Media District.
5. Implementation of the Project will support local and regional sustainability goals through urban infill, locating new development within an area that has the existing infrastructure to support the development.
6. Project would encourage and contribute to the jobs-to-housing ratio.
7. Implementation of the Project will replace the current unsightly walls, fences and storage and parking areas along the site's Santa Monica frontage with a pedestrian-friendly frontage with setbacks, landscaping and retail uses thereby enhancing the attractiveness of Santa Monica Boulevard in the Project vicinity and providing safe mid-block access for pedestrians.
8. Implementation of the Project will reduce vehicular trips by developing a mixed-use project on Santa Monica Boulevard, which is served by two local bus routes and four Metro Rapid lines within a quarter mile of the project site. The Project would help reduce automobile congestion by providing bicycle parking and implementing Traffic Demand Management measures, thus reducing dependency on automobile use.
9. Implementation of the Project would increase the amount of tax revenue generated by the Project site.
10. Implementation of the Project would make better use of an underdeveloped portion of the site by replacing the nightclub, builder's supply, self-storage and recycling uses that currently occupy the site with a mixed-use project (including market rate multi-family housing and housing for very-low income households) that is more compatible with the multi-family housing to the north, thereby eliminating current land use conflicts between uses on the site and the neighborhood to the north, and enhancing the visual aesthetics of the neighborhood.

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

CONDITIONS OF APPROVAL

Conditional Use Conditions

1. **Alcohol Sales.** The conditional use authorization herein shall be subject to the Plan Approval process and shall be limited to the sale of alcoholic beverages for on-site consumption in conjunction with the operation of two restaurants within the development.
2. **Plan Approval.** The applicant or individual operator shall file a Plan Approval with the Zoning Administrator, to establish more site-specific conditions for the uses which are approved as identified above in Condition No. 1 of this section. The Plan Approval application shall be accompanied by the payment of appropriate fees and must be accepted as complete by the Planning Department. Mailing labels shall be provided by the applicant for all abutting owners, the Council Office, the Neighborhood Council, and for the Los Angeles Police Department. In reviewing the plan approvals for alcohol sales and consumption, the Office of Zoning Administration may consider conditions volunteered by the applicant or suggested by the Police Department, but not limited to establishing conditions, as applicable, on the following: hours of operation, security plans, maximum seating capacity, valet parking, noise, character and nature of operation, food service, and other specific conditions of operation, including the length of a term grant and security, shall be determined as part of the plan approval determination.
3. Electronic age verification device(s) which can be used to determine the age of any individual attempting to purchase alcoholic beverages or tobacco products shall be provided at each point-of-sale location. The device(s) shall be maintained in an operational condition and all employees shall be instructed in their use prior to the sale of any alcoholic beverage or tobacco product.
4. The premises shall be maintained as a bona fide eating place (restaurant) with an operational kitchen and shall provide a menu containing an assortment of foods normally offered in such a restaurant. Food service shall be available at all times during operating hours.
5. Any music, sound or noise emitted from the subject businesses shall comply with the noise regulations in the LAMC. All outside personnel associated with music performance and/or acoustical sound shall follow the City's noise regulations and are required to comply.
6. There shall be no live entertainment, dancing, D.J. or karaoke on the site. The premises shall not be permitted to be used for nightclub activity nor shall it be rented out to private promoters. Background recorded or radio music may be played in a restaurant. The queuing of individual pieces of music contained on a computer or other portable music device and played through speakers by a staff person is not to be considered a D.J. Any music, sound or noise shall not be amplified and shall not be audible beyond the subject facility. .

7. Applicant and its operator shall provide a detailed security plan to be approved by LAPD, prior to opening.
8. The property management company shall be responsible for providing any security guards identified in the preliminary Security Plan, including maintaining a contract and receipts showing ongoing payment for such service.
9. The operator shall be responsible for mitigating the potential negative impacts of its operation on surrounding uses, especially, noise derived from patrons exiting and crowd control during entry and exiting.
10. Any security plan required security personnel shall be licensed consistent with State law and Los Angeles Police Commission standards and maintain an active American Red Cross First-Aid Card. The security personnel shall be dressed in such a manner as to be readily identifiable to patrons and law enforcement personnel.
11. Security shall monitor any sidewalk or patio area used for outdoor dining and work to discourage noise or nuisance behavior. Outdoor consumption of alcohol has not been permitted by this determination, but it may be considered for approval during the Plan Approval process.
12. The center's business operator shall install and maintain surveillance cameras in all areas of the restaurant premises, including any outdoor dining area and a 30-day video library that covers all common areas of such business, including all high-risk areas and entrances or exits. The tapes shall be made available to the Police Department upon request.
13. No coin-operated games, video machines, pool or billiard tables are permitted.
14. Prior to the issuance of any permits relative to this matter, the applicant shall submit an overall security plan for the project site which shall be prepared in consultation with the Los Angeles Police Department and which addresses security measures for the protection of visitors and employees. The project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors, and elevators equipped with electronic surveillance systems; well-illuminated semi-public space designed with a minimum dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas.
15. Prior to issuance of the certificate of occupancy for any restaurant, the applicant shall submit copies of the plot plan(s) for review and approval to the Fire Department. The Fire Department's approval shall be shown via a stamp on all plans submitted to the Development Services Center for sign-off.
16. Within six months of the effective date of this action, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department

- "Standardized Training for Alcohol Retailers" (STAR) program. Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Development Services Center as evidence of compliance. In the event there is a change in the licensee, within one year of such change, this training program shall be required for all new staff. All employees who serve alcoholic beverages shall attend follow-up STAR classes every 24 months. The STAR training shall be conducted for all new hires within 2 months of their employment. This Condition is to be satisfied after the granting of the ABC liquor licenses.
17. All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
 18. A phone number to a responsible representative of the owner shall be posted at each restaurant for the purposes of allowing residents and guests to report an emergency or a complaint about the method of operation of any facility serving alcoholic beverages.
 19. The project site managers, individual business owners, and employees of all private security officers shall adhere to and enforce the 10 p.m. curfew loitering laws concerning all minors within the grounds of the project site without a parent or adult guardian. Staff shall monitor the area under its control, in an effort to prevent loitering of persons about the premises.
 20. At least one on-duty manager with authority over the activities within the facility shall be on each permitted premises at all times that the facility is open for business.
 21. All public telephones shall be located within the interior of the establishment structure. No public phones shall be located on the exterior of the premises under the control of the establishment.
 22. No employees shall solicit or accept any beverage from any customer while in the premises. No employee or agent shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the licensee provide, permit or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of any for the customers.
 23. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the City Planning Department will have the right to require the Petitioner(s) to file for a Plan Approval application together

with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

24. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

Administrative Conditions

25. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
26. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
27. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
28. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
29. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
30. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
31. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

32. **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 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.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- The alcoholic beverage license for the restaurants shall not be exchanged for “public premises” license unless approved through a new conditional use authorization. “Public Premises” is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no exterior advertising of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees of the restaurant. The sale of alcoholic beverages for consumption off the premises of the building is prohibited.

- Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. "No loitering or Public Drinking" signs shall be posted outside the subject facility.
- The quarterly gross sales of food shall not exceed the quarterly gross sales of alcohol. The business operators shall maintain records which reflect these numbers and make them available to the Police Department upon request.
- The sale of beer and wine shall be made with a food order. Once a food order has been made, additional purchases of alcoholic beverages may be made.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- The sale of distilled spirits by the bottle for same day or future consumption is prohibited.
- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service.

**CONDITIONS FOR EFFECTUATING TENTATIVE
(T) CLASSIFICATION REMOVAL**

Pursuant to Los Angeles Municipal Code Section 12.32 G, the "T" Tentative Classification shall be removed by the recordation of a final tract map or by posting guarantees satisfactory to the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Planning Department for attachment to the subject City Plan Case.

1. **Dedications and Improvements.** Prior to the issuance of any building permit, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary), the following:

A. **Responsibilities/Guarantees.**

1. As part of early consultation, plan review, and/or project permit review, the applicant/ developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

B. **Street Dedications**

1. That a 12-foot wide strip of land be dedicated along Santa Monica Boulevard adjoining the subdivision to complete a 52-foot wide half right-of-way dedication in accordance with Major Highway Standards, including a 15-foot by 15-foot property line cut corner at the intersection with Las Palmas Avenue all satisfactory to the City Engineer.
2. That a 5-foot wide strip of land be dedicated along Las Palmas Avenue adjoining the subdivision to complete a 30-foot wide half right-of-way dedication satisfactory to the City Engineer.
3. That a 6.25-foot wide strip of land be dedicated along Lexington Avenue adjoining the subdivision to complete a 30-foot wide half right-of-way dedication satisfactory to the City Engineer.
4. That Board of Public Works approval be obtained, prior to the recordation of the final map, for the removal of any trees in the existing or proposed right-of-way area associated with improvement requirements outlined herein. The Bureau of Street Services, Urban Forestry Division, is the lead agency for obtaining Board of Public Works approval for removal of such trees.

5. That a set of drawings be submitted to the City Engineer showing the following (for airspace subdivision only:
 - (a) Plan view at different elevations.
 - (b) Isometric views.
 - (c) Elevation views.
 - (d) Section cuts at all locations where air space lot boundaries change.
6. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in a safe condition for use at all times.
7. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of the existing sewers in this area.

C. Street Improvements

1. Improve Santa Monica Boulevard being dedicated and adjoining the subdivision by the construction of the following:
 - (a) A concrete curb, a concrete gutter, and a 12-foot full-width concrete sidewalk with tree wells.
 - (b) Suitable surfacing to join the existing pavement and to complete a 40-foot half roadway.
 - (c) Any necessary removal and reconstruction of existing improvements
 - (d) The necessary transitions to join the existing improvements all satisfactory to the City Engineer.
2. Improve Las Palmas Avenue being dedicated and adjoining the tract by the construction of a concrete sidewalk and a 9-foot to 10-foot full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements including the construction of a new 7-foot catch basin all satisfactory to the City Engineer.
3. Improve Lexington Avenue being dedicated and adjoining the subdivision by the construction of the following:
 - (a) A concrete curb, a concrete gutter, and a 10-foot full-width concrete sidewalk with tree wells.
 - (b) Suitable surfacing to join the existing pavement and to complete a 20-foot half roadway.

- (c) Any necessary removal and reconstruction of existing improvements.
 - (d) The necessary transitions to join the existing improvement.
 - 4. Construct the necessary off-site and on-site mainline sewers satisfactory to the City Engineer.
- 2. **Building & Safety – Grading.** Prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated February 5, 2006, Log No. 56506 and attached to the case file for Tract No. VTT-67577.
- 3. **Building & Safety – Zoning.** Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work prior to obtaining the Zoning clearance.
 - b. Provide a copy of [Q] condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
 - c. Provide a copy of affidavit AFF-65282, AFF-65281, OB-12600, AFF-63994, AFF-54617, AFF-54398, AFF-42259, PKG AFF-5128, and AFF-94-283704-MB. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of the above affidavits may be required after map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.
 - e. Proposed residential uses in M1 Zone are not permitted. Revise the map to show compliance with the above requirement(s) or obtain approval from the Department of City Planning.
 - f. Record a Covenant and Agreement to treat the buildings and structures located in an air space subdivision as if they were within a single lot.
- 4. **Department of Transportation.** Prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Transportation satisfactory arrangements shall be made with the Department of Transportation to assure compliance with all the requirements and conditions contained in Inter-Departmental Letter dated May 3, 2013, DOT Case No. CEN 13-40055 and attached to the case file for Tract No. VTT-67577.

5. **Department of Fire.** Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
 - b. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
 - c. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
 - d. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - e. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - f. Building designs for multi-story residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire lane. This stairwell shall extend unto the roof.
 - g. Entrance to the main lobby shall be located off the address side of the building.
 - h. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
 - i. Site plans shall include all overhead utility lines adjacent to the site.
 - j. Any roof elevation changes in excess 3 feet may require the installation of ships ladders.
 - k. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - l. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
6. **Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; two (2) on Las Palmas Avenue; seven (7) on Santa Monica Boulevard; and, two (2) on Lexington Avenue.
7. **Street Trees.** Construction of tree wells and planting of street trees and parkway landscaping to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance.
8. **Sewers.** Construct sewers to the satisfaction of the City Engineer.
9. **Drainage.** Construct drainage facilities to the satisfaction of the City Engineer.

10. **Parking and Driveway Plan.** Prior to the issuance of a building permit, the applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation (Citywide Planning Coordination Section) for approval. Emergency vehicular access shall be subject to the approval of the Fire Department and other responsible agencies.
11. **Recreation and Parks Dedication/Fee.** Per Section 12.33 of the Municipal Code, the applicant shall dedicate land for park or recreational purposes or pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.
12. **Schools.** The applicant shall make payment to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.
13. **Cable Television.** The applicant shall make necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05.N, to the satisfaction of the Information Technology Agency.
14. **Police.** The building plans shall incorporate 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 semipublic space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities and building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, Phone: 213-485-3134). These measures shall be approved by the Police Department prior to the issuance of building permits.
15. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded 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, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Department of City Planning for attachment to the subject file.

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