

I. Executive Summary

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In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the 5420 Sunset Project (Project) and its potential environmental effects. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR. Also included in this section is an overview of the purpose and focus of this Draft EIR, a description of the organization of this Draft EIR, a general description of the Project and proposed entitlements, a general description of areas of controversy, a description of the public review process for this Draft EIR, and a summary of the alternatives to the Project evaluated in this Draft EIR including identification of the Environmentally Superior Alternative.

1. Purpose of this Draft EIR

As described in CEQA Guidelines Sections 15123(a) and 15362, an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the Project's potential environmental effects that the City of Los Angeles (City), as the Lead Agency, has determined to be, or potentially may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

This Draft EIR serves as the environmental document for all actions associated with the Project. This EIR is a "Project EIR" as defined by CEQA Guidelines Section 15161. Furthermore, this Draft EIR complies with CEQA Guidelines Section 15064, which discusses determining the significance of the environmental effects caused by a project.

2. Draft EIR Focus and Effects Found Not to Be Significant

In accordance with CEQA Guidelines Section 15128, an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for

public comment to the State Clearinghouse, Governor's Office of Planning and Research (OPR), responsible agencies, and other interested parties on June 28, 2017, for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in this Draft EIR. The City determined through the Initial Study the potential for significant impacts in the following environmental issue areas:¹

- Air Quality
- Cultural Resources (archaeological resources)
- Energy²
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services (fire protection, police protection, parks, and libraries)
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems (water supply/infrastructure, wastewater, and energy infrastructure)³

¹ At the time the NOP was issued, the Appendix G checklist did not include a category about Wildfire. Refer to Section 4, Thresholds of Significance, below for further details on the December 2018 updates to Appendix G. Wildfire impacts are addressed in Section VI, Other CEQA Considerations, of this Draft EIR.

² At the time the NOP was issued, the Appendix G checklist did not include a category about Energy. The Initial Study prepared for the Project did, however, note that Energy would be evaluated in the Draft EIR in accordance with Appendix F of the CEQA Guidelines. Refer to Section 4, Thresholds of Significance, below for further details on the December 2018 updates to Appendix G.

³ At the time the NOP was issued, the Appendix G checklist did not include a category about Energy and Telecommunications Infrastructure. Refer to Section 4, Thresholds of Significance, below for further details on the December 2018 updates to Appendix G. Telecommunications Infrastructure impacts are addressed in Section VI, Other CEQA Considerations, of this Draft EIR.

The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to: aesthetics; agriculture and forestry resources; air quality (odors); biological resources; cultural resources (historic resources, paleontological resources,⁴ and human remains); geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning (division of an established community); mineral resources; and utilities and service systems (solid waste). Therefore, these areas were not analyzed further in this Draft EIR. The Initial Study demonstrating that no significant impacts would occur for these issue areas is included in Appendix A.1 to this Draft EIR.

3. Draft EIR Organization

This Draft EIR is comprised of the following sections:

- I. **Executive Summary.** This section describes the purpose of this Draft EIR, Draft EIR focus and effects found not to be significant, Draft EIR organization, Project summary, areas of controversy and issues to be resolved, public review process, a summary of environmental impacts and mitigation measures, and a summary of alternatives.
- II. **Project Description.** This section describes the Project location, existing conditions, Project objectives, and characteristics of the Project.
- III. **Environmental Setting.** This section contains a description of the existing physical and built environment and a list of related Projects anticipated to be built in the vicinity of the Project Site.
- IV. **Environmental Impact Analysis.** This section contains the environmental setting, Project and cumulative impact analyses, project design features, mitigation measures (where necessary), and conclusions regarding the level of significance after mitigation (where necessary) for each of the following environmental issues: air quality; cultural resources; energy; greenhouse gas emissions; land use and planning; noise; population and housing; public services; transportation; tribal cultural resources; and utilities and service systems (water supply and infrastructure, wastewater, and energy infrastructure).
- V. **Alternatives.** This section provides an analysis of a reasonable range of

⁴ *At the time the NOP was published, paleontological resources were addressed in the Cultural Resources section. Following the December 2018 update to the Appendix G checklist, paleontological resources are evaluated in the Geology and Soils section.*

alternatives to the Project including: No Project/No Build Alternative; Zoning Compliant All Commercial Alternative; Zoning Compliant All Hotel Alternative; and Reduced Density (25 Percent) Mixed-Use Alternative.

- VI. Other CEQA Considerations.** This section provides a discussion of significant unavoidable impacts that would result from the Project and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project is also presented here. This section also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the mitigation measures for the Project. Lastly, a summary of the possible effects of the Project that were determined not to be significant within the Initial Study is provided.
- VII. References.** This section lists the references and sources used in the preparation of this Draft EIR.
- VIII. Acronyms and Abbreviations.** This section provides a list of acronyms and abbreviations used in this Draft EIR.
- IX. List of Preparers.** This section lists the persons, public agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the Project and appendices as follows:

- Appendix A Initial Study, NOP, and NOP Comment Letters
 - Appendix A.1 Initial Study
 - Appendix A.2 Notice of Preparation
 - Appendix A.3 NOP Comment Letters and Scoping Meeting Comments
- Appendix B Air Quality and Greenhouse Gas Emissions
 - Appendix B.1 Air Quality and Greenhouse Gas Emissions Methodology
 - Appendix B.2 Air Quality Worksheet and Modeling Output Files
 - Appendix B.3 Greenhouse Gas Worksheets and Modeling Output Files
- Appendix C Cultural Resources Report

- Appendix D Energy Calculations
- Appendix E Utility Report
- Appendix F Land Use Tables
- Appendix G Health Risk Assessment
- Appendix H Noise Calculation Worksheets
- Appendix I Los Angeles Fire Department Letter
- Appendix J Los Angeles Police Department Letter
- Appendix K Los Angeles Unified School District Letter
- Appendix L Los Angeles Public Libraries Letter
- Appendix M Department of Recreation and Parks Letter
- Appendix N Transportation Analysis
- Appendix O Loading Dock Memo
- Appendix P Traffic Study
- Appendix Q TCR Report
- Appendix R Water Supply Assessment
- Appendix S Water Supply Assessment Confirmation Letter
- Appendix T Alternatives Traffic Memo
- Appendix U Updated Water Resources Report

4. Thresholds of Significance

In 2006, the City published the L.A. CEQA Thresholds Guide (Thresholds Guide) as a guidance document for preparing CEQA analyses for projects within the City. The Thresholds Guide includes two sets of criteria to evaluate project impacts: screening criteria, which provide direction in determining the appropriate environmental document required for a project; and significance thresholds, which assist in determining whether a project's impacts generally would be significant under normal circumstances and would therefore require mitigation. Although intended as a voluntary tool, the Thresholds Guide offers a consistent set of evaluation criteria applicable to most discretionary projects in the

City, and the Los Angeles Department of City Planning (DCP) has typically used both the screening criteria and significance thresholds as the basis for project analyses in its CEQA documents. However, the Thresholds Guide clearly indicates the Lead Agency—in this case, the DCP—retains the authority to determine significance thresholds on a case-by-case basis, dependent upon unique environments, evolving regulatory requirements, and the nature of each project. In addition, the Thresholds Guide states it is not intended as a substitute for the use of independent judgment to determine significance or the evaluation of the evidence in the record. Moreover, it states “[b]ecause evaluation practices continue to evolve due to changing regulations, scientific methods, and court decisions, the project evaluator and lead City agency should always use the best information and evaluation methods available, including those from sources other than the Thresholds Guide.”⁵

In light of an evolving regulatory environment, recent case law, new topics such as greenhouse gas emissions and tribal cultural resources that are now addressed in Appendix G of the State CEQA Guidelines (Appendix G), and the age of the Thresholds Guide, the DCP has begun to update its CEQA guidance. At this point in time, the DCP has chosen to rely on the Appendix G questions as thresholds of significance. As noted above, the City has discretion in choosing appropriate significance thresholds. Therefore, throughout this Draft EIR, the thresholds contained in Appendix G are used. The factors and considerations set forth in the Thresholds Guide are utilized where appropriate to assist in answering the Appendix G threshold questions.

In January 2018, OPR proposed comprehensive updates to the CEQA Guidelines which revised thresholds for aesthetics, air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, population and housing, transportation, and utilities and service systems. The update also added energy and wildfire questions to Appendix G. The updated CEQA Guidelines became effective on December 28, 2018, and are reflected throughout this Draft EIR.

5. Existing Project Site Conditions

The Project Site is currently occupied by a one-story grocery store above partially below-grade parking, vacant commercial space, a one-story fast-food restaurant that together comprise approximately 100,796 square feet and associated surface parking areas. Pole signs are located along Sunset Boulevard to identify the grocery store and the fast-food restaurant. Landscaping within the Project Site includes trees and bushes located throughout the surface parking areas, including 65 non-protected trees. Several street trees are also located adjacent to the Project Site along Sunset Boulevard, Serrano Avenue, and Western Avenue.

⁵ *City of Los Angeles, L.A.CEQA Thresholds Guide, 2006, p. 3.*

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan) area. Under the Community Plan, the Project Site is designated for Highway Oriented Commercial land uses. Footnote 12 of the Community Plan land use map allows a FAR of 1.5:1 for properties designated Highway Oriented Commercial and within the Hollywood Redevelopment Project area.

The Project Site is zoned by the Los Angeles Municipal Code (LAMC) as C2-1 (Commercial, Height District 1). The C2 zone permits a wide array of land uses, including retail stores, restaurants, amusement enterprises, auditoriums, studios, schools, and hospitals, as well as any land use permitted in the C1.5 (Limited Commercial) zone. The C1.5 zone allows for single-family, two-family, or apartment house uses permitted in the R4 (Multiple Dwelling) zone, and any land use permitted in the C1 zone. The C1 zone allows for any residential use permitted in the R3 (Multiple Residential) zone.

The Project Site is also within the boundaries of the Vermont/Western Station Neighborhood Area Specific Plan (Specific Plan), a 2.2-square-mile, transit-oriented district within the Hollywood and Wilshire Communities of Los Angeles. The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet to the top of the roof/parapet and a maximum FAR of 3:1 for mixed-use projects. As set forth in the Specific Plan, when the Specific Plan differs from the LAMC, as is the case with the Project Site, the provisions of the Specific Plan shall prevail and supersede the applicable provisions of the LAMC, including permitted uses, floor area, height and other regulations.

6. Description of the Proposed Project

a. Project Overview

The Project proposes to develop a mixed-use project with multi-family residential and commercial uses on a 6.75-acre site located in the Hollywood Community Plan area of the City. As described in more detail below, the Project would provide for the development of 735 multi-family residential units and up to 95,000 square feet of neighborhood-serving commercial uses, including market/retail and restaurant uses. The proposed uses would be provided within four six-story buildings⁶ with a maximum height of 75 feet. The proposed development would be situated around a north-south paseo and east-west driveway/fire lane. The Project would include 1,419 vehicle parking spaces, in accordance with the LAMC and Specific Plan standards, that would be distributed throughout the Project Site in two subterranean parking levels and in an at-grade parking level located

⁶ While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure.

near the mid- to rear portion of the Project Site. A total of 548 bicycle parking spaces, in excess of the 387 required by the Specific Plan, would also be provided on adjacent sidewalks and within the Project Site. The Project would also include residential lobbies and leasing offices, pools, spas, and other recreational facilities. In addition, the Project would meet the required open space area as set forth by the LAMC and Specific Plan by providing approximately 96,800 square feet of open space, including landscaped courtyards, a paved plaza fronting Sunset Boulevard, and landscaped paseos at the ground level that would be publicly accessible from Sunset Boulevard. To provide for the Project, the existing grocery store, vacant commercial space, fast-food restaurant, and associated surface parking areas would be demolished. Overall, the Project would demolish approximately 100,796 square feet of existing floor area and construct a maximum of 882,250 square feet of new floor area, resulting in an increase of 781,454 square feet of net new floor area within the Project Site and an FAR of 3:1. The estimated depth of excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soil material and demolished site improvements) would be hauled from the Project Site during the demolition and excavation phase.

b. Building Design

As previously described, the proposed multi-family residential and neighborhood-serving commercial uses would be provided within four six-story buildings up to a maximum height of 75 feet. While the Project is considered to be one building under the City's Building Code, the proposed building would appear as four separate buildings and are herein referred to as Building 1, Building 2, Building 3, and Building 4. At the ground level, the four buildings would be organized around a publicly accessible outdoor pedestrian paseo that would run north-south through the center of the Project Site and a driveway that would run east-west through the center of the Project Site for commercial/service loading and fire department access. The north-south pedestrian paseo would also connect to a public plaza located along Sunset Boulevard.

The proposed buildings would be six stories and reach a maximum height of 75 feet above finished grade level.⁷ Building 1, located along the northeastern portion of the Project Site, would include market/retail uses and a loading dock at the ground level and multi-family residential uses in the upper levels. Building 2, located along the northwestern portion of the Project Site, would include retail and restaurant uses fronting Sunset

⁷ As noted above, the Project plans dated April 3, 2020, show six stories. The Applicant seeks the flexibility to potentially include a mezzanine level in the commercial space, which does not count as a story and would not increase the overall height of the building of 75 feet. In addition, any floor area within a mezzanine level would be taken from the existing proposed commercial floor area of 95,000 square feet.

Boulevard and Western Avenue, leasing offices, an internal loading area, and a vehicular entry to commercial/guest parking on level P2 as well as a residential leasing parking area. Multi-family residential uses would be provided in level 3 through level 6 of the upper levels and parking for residents would be located on level P3. Building 3, located within the southwestern portion of the Project Site, would include retail uses and parking for the proposed commercial uses provided at the ground level and multi-family residential uses provided in the upper levels. Building 4, located within the southeastern portion of the Project Site, would include an approximate 2,300-square-foot retail space along Serrano Avenue and parking for the proposed commercial uses at the ground level, with dwelling units provided in the upper levels. Above the ground level of each building would be a podium level, which would provide access to all four buildings and include amenities to serve the needs of residents. Beginning at level 2 in Buildings 3 and 4, and at level 3 in Buildings 1 and 2, the proposed development is oriented around several open space courtyards with shared amenities for the residents. The shared amenities would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor rooftop terrace is proposed atop the indoor recreation building with multiple lounge areas and landscaping. Residents would have access to amenities throughout the Project.

The proposed mixed-use building would be designed in a contemporary architectural style. Cutouts would be provided throughout the façade of the buildings that would feature terraces with landscaping. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, which may include tile, high density laminates, storefront windows with storefront heights that would vary from 11 feet to 19 feet, aluminum louvers, metal railings, exterior plaster, glass railings, and integrated signage and lighting. Glass used in all building façades would have low reflectivity to minimize glare.

c. Open Space and Recreational Amenities

The Project would provide a variety of open space and recreational amenities. Specifically, at the ground level, the Project would provide pedestrian paseo and a plaza that would include paving materials, raised planters, outdoor dining areas, and landscape elements. The paseo and the plaza would be publicly accessible from adjacent sidewalks which would provide standard widths, as required by the City. Specifically, the sidewalks along Sunset Boulevard and Western Avenue would be widened to approximately 15 feet in width and the sidewalk along Serrano Avenue would be widened to approximately 12 feet in width. Each building at the podium level is oriented around an open space courtyard with shared amenities for the residents that would include multiple terraces with swimming pools, spas, cabanas, multiple lounge and seating areas, paseos with water and

landscape elements, a fitness courtyard, outdoor fireplaces, outdoor kitchens, a dog park, and private patios. Indoor recreation areas would be located on the third and fourth levels. An outdoor terrace is proposed on the rooftop of the recreation building with multiple lounge areas and landscaping. In total, the Project would provide 96,800 square feet of open space and would exceed the requirements set forth in the Specific Plan of 77,200 square feet. Also, in accordance with the requirements of the Specific Plan, 19,300 square feet of the proposed open space would be at the ground level.

As part of the Project, all of the 51 on-site trees and 14 street trees would be removed and replaced at a 1:1 ratio. These trees are not protected species under the LAMC.⁸ The Project would comply with applicable LAMC requirements for the removal and replacement of on-site and street trees. Removal of all street trees in the public right-of-way would require approval of the Board of Public Works, and existing street trees would be replaced in accordance with the requirements of the City's Urban Forestry Division. The Project includes 17 new street trees along Western Avenue, nine new street trees along Sunset Boulevard plus retention of 11 existing Palm trees, and 10 new street trees along Serrano Avenue.

d. Signage and Lighting

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. Proposed signage would include identity signage, including a central identity sign on Sunset Boulevard, commercial tenant signage, and general ground-level and pedestrian directional/wayfinding signage in accordance with the Vermont Western Station Neighborhood Area Plan Development Standards and Design Guidelines. In general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the residential and commercial uses. No off premises billboard advertising is proposed as part of the Project. The existing pole signs identifying the grocery store and fast food restaurant would be removed as part of the Project. Project signage would be illuminated by means of low-level external lighting, internal halo lighting, or ambient light. The Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. In accordance with the LAMC, illumination used for Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Project lighting would include low-level exterior lighting on the buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent

⁸ *L.A. Group Design Works, Tree Report 5420 Sunset Blvd. Los Angeles, CA, September 9, 2016. Refer to Appendix IS-1 of the Initial Study included as Appendix A of this Draft EIR.*

signage, architectural features, and landscaping elements would be incorporated throughout the Project Site. Project lighting would also include interior lighting visible through the windows of the residential and ground-floor commercial uses, and exterior lighting fixtures and elements along the public areas. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. The proposed lighting sources would be similar to other lighting sources in the vicinity of the Project Site.

e. Access, Circulation, and Public Transportation

Primary vehicular access would be provided off Western Avenue directly opposite the signalized intersection at De Longpre Avenue. There are secondary parking entrances off the east-west firelane/driveway in the middle of the site, with right turn in and right turn out on to Western Avenue and right and left turns in and out on Serrano Avenue. There is also a commercial/guest parking entrance/exit off Sunset Boulevard which leads directly to subterranean parking level P1, and an entrance/exit ramp down to subterranean residential level P1 off Serrano Avenue. The Project also includes a loading dock for the proposed grocery store at the corner of Serrano Avenue and Sunset Boulevard, with access provided from Serrano Avenue.

Pedestrian access to the ground-floor neighborhood-serving commercial uses would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Project residents would access each building from residential lobbies located along all frontages. The residential uses would also be accessed from the two subterranean residential parking levels.

The Project Site is located in a Transit Priority Area (TPA) as defined by SB 743 and ZI 2452, and there are multiple public transportation opportunities in the Project Site's immediate area. In particular, the Metro B (Red) Line Hollywood and Western Station is located approximately 0.25 mile north of the Project Site. Additionally, Metro and the Los Angeles Department of Transportation operate numerous bus lines with stops located on Sunset Boulevard and Western Avenue in close proximity to the Project Site, including one stop immediately adjacent to the Project Site on Sunset Boulevard.

f. Parking

Parking for the Project's proposed uses would be provided in accordance with LAMC requirements, subject to the parking requirements set forth in the Specific Plan. Specifically, the Project would provide a total of 1,419 vehicle parking spaces which is the maximum number of parking spaces permitted by the Specific Plan. Based on the proposed unit mix, the maximum parking permitted for the residential uses is 1,051 spaces

and 368 guest parking spaces. For the commercial uses, the maximum number of commercial parking spaces is two parking spaces for each 1,000 square feet of commercial area. A maximum of 190 spaces is permitted for the Project's proposed commercial uses (95,000 square feet divided by 500). As set forth in the Specific Plan, in a mixed-use project, the guest parking required for the residential uses shall be provided through shared use of required commercial parking spaces. The residential parking would be located within all parking levels and the parking for the commercial uses would be located in the ground parking level and in a portion of the first subterranean parking level. The Project would also comply with City standards for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking areas.

The Specific Plan contains standards for the required number of bicycle parking spaces with 0.5 bicycle spaces required for each residential unit, and one parking space for every 1,000 square feet of non-residential floor area for the first 10,000 square feet of floor area, and one bicycle parking space for every additional 10,000 square feet of floor area. Accordingly, the Project would be required to provide a minimum of 368 residential bicycle spaces and 19 commercial bicycle spaces. The Project would provide a total of 548 bicycle parking spaces, consisting of 76 short-term spaces and 472 long-term spaces. Short-term bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza, and paseos. Long-term bicycle parking spaces would be provided on parking levels P1, P2, and P3. Two locker rooms would be located at ground level in the southeast portion of the Project Site and would each consist of 24 lockers, a shower, toilet, and lavatory.

g. Density, FAR, and Setbacks

The Project Site is comprised of approximately 294,082 square feet of lot area. Under the existing C2-1 zoning, which allows for the residential uses permitted in the R4 zone, the Project Site's maximum allowable density is one dwelling unit per 400 square feet of lot area, which results in a maximum of 735 dwelling units within the Project Site. The Project would include the development of 735 units and would be within the density permitted within the Project Site.

The Project Site is specifically located in Subarea C, Community Center, of the Specific Plan area, which allows maximum building heights of 75 feet and a maximum FAR of 3:1 for mixed-use projects. The Project would comprise a FAR of 3:1. Therefore, the Project would be within the FAR currently permitted within the Project Site.

No setbacks are required per Section 9.H of the Specific Plan. However, per the design guidelines provided in Section V.6 of the Specific Plan's Vermont Western Station Neighborhood Areas Plan Development Standard and Design Guidelines, no structure shall exceed 30 feet in height within 15 feet of the Sunset Boulevard frontage. In addition,

the second floor shall be setback 10 feet from the first floor frontage along Sunset Boulevard.

h. Site Security Features

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the residential building and the residential parking areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

i. Sustainability Features

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code. These include, but are not limited to, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site’s proximity to the Metro B (Red) Line Hollywood and Western Station, as well as the bus lines on Sunset Boulevard and Western Avenue would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors. The following specific features would be incorporated into the Project:

Energy Conservation and Efficiency

- Use of Energy Star–labeled products and appliances, including dishwashers in the residential units, where appropriate.
- Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- Incorporation of energy-efficient design methods and technologies, such as high performance window glazing; underground parking which will reduce heat island effects; passive energy efficiency strategies, such as façade shading, roof overhangs, porches, and inner courtyards; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.

- Incorporation of operable windows; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.
- Use of insulated plumbing pipes.
- Use of updated boiler controls to improve efficiency.
- Use of energy-efficient electrical and mechanical equipment and monitoring systems.
- Provision of conduits where necessary as appropriate for future photovoltaic and solar thermal collectors.
- Post-construction commissioning of building energy systems performed on an ongoing basis to ensure all systems are running at optimal efficiency.

Water Conservation

- Inclusion of water conservation measures in accordance with Los Angeles Department of Water and Power requirements for new development in the City (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- Use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens where possible and storm water filtration planters to collect roof water to be reused on-site or directly infiltrated to the subgrade.
- Incorporation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Use of high-efficiency Energy Star–rated dishwashers and clothes washers where appropriate.
- Use of proper hydro-zoning and turf minimization, as feasible.

Water Quality

- Use of on-site storm water treatment.
- Installation of catch basin inserts and screens to provide runoff contaminant removal.
- Preparation and implementation of a Stormwater Pollution and Prevention Plan and Standard Urban Stormwater Mitigation Plan, both of which would include Best Management Practices to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.

Solid Waste

- Provision of on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with a minimum of 10 percent recycled-content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square feet of building floor area.

Transportation

- Provision of 548 bicycle parking spaces in excess of the 387 bicycle parking spaces required by the Specific Plan.
- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of electric vehicle charging stations in accordance with applicable City and LAMC requirements.

Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Inclusion of outdoor air flow measuring devices, additional outdoor air ventilation, and use of low emitting materials to promote indoor environmental quality.
- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide emissions.
- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

j. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing buildings and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to take approximately 48 months and be completed in 2026. The estimated depth of

excavation expected for the subterranean parking would be approximately 25 feet below grade. It is estimated that approximately 380,000 cubic yards of export (including soils and demolished site and building materials) would be hauled from the Project Site during the demolition and excavation phase.

k. Requested Permits and Approvals

The list below includes the anticipated approvals and permits required for the Project. This Draft EIR analyzes the impacts associated with the Project and provides environmental review sufficient for all necessary entitlements, permits, approvals, and public agency actions associated with the Project. The discretionary entitlements, permits, and approvals requested for the Project include, but are not necessarily limited to, the following:

- Site Plan Review pursuant to LAMC Section 16.05;
- Project Permit Compliance Review under the Vermont/Western Transit Oriented District Specific Plan;
- Main Conditional Use Permit (MCUP) pursuant to LAMC Section 12.24 W.1 for the sales and/or dispensing of alcoholic beverages within the commercial uses of the Project;
- Haul route approval, as required;
- Construction permits, including building, grading, excavation, foundation, temporary street closures, and associated permits; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary.

7. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for a significant and unavoidable impact has been identified. In addition, issues raised during the public scoping meeting and NOP comment period include transportation/traffic, air quality, police protection, noise, hazards and hazardous materials, land use, and fire protection. All of these issues were evaluated in this Draft EIR or the Initial Study prepared for the Project and included as Appendix A.1 of this Draft EIR. Based on the analysis provided in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would potentially result in significant Project-level and cumulative impacts that cannot be feasibly mitigated with respect to on-site noise during construction and on-site vibration during

construction (pursuant to the threshold for human annoyance). In addition, as evaluated in Section IV.F, Noise, of this Draft EIR, cumulative impacts with respect to off-site construction noise would also be significant and unavoidable.

8. Public Review Process

The City prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, OPR, responsible agencies, and other interested parties on June 28, 2017, for a 30-day review period. The City also carried out a public scoping meeting for the Project on July 13, 2017. The Initial Study, NOP, NOP comment letters, and scoping meeting comments are included in Appendix A.3 of this Draft EIR.

This Draft EIR is being circulated for a 45-day public comment period. Following the public comment period, a Final EIR will be prepared that will include responses to the comments raised regarding this Draft EIR.

9. Summary of Environmental Impacts

Table I-1 on pages I-18 summarizes the environmental impacts of the Project evaluated in this Draft EIR. Based on the analysis provided in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would potentially result in significant Project-level impacts that cannot be feasibly mitigated with respect to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). In addition, as evaluated in Section IV.F, Noise, of this Draft EIR, cumulative impacts with respect to on- and off-site construction noise would also be significant and unavoidable.

**Table I-1
Summary of Impacts Under the Project**

Environmental Topic	Project Impact Determination
A. AIR QUALITY	
<i>Regional and Localized Emissions</i>	
<i>Construction</i>	Less Than Significant with Mitigation
<i>Operation</i>	Less Than Significant
<i>Toxic Air Contaminants</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
B. CULTURAL RESOURCES	
<i>Archaeological Resources</i>	Less Than Significant with Mitigation
C. ENERGY	
<i>Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Conflict with Plans for Renewable Energy or Energy Efficiency</i>	Less Than Significant
D. GREENHOUSE GAS EMISSIONS	
<i>GHG Emissions</i>	Less Than Significant
<i>Conflict with GHG Reduction Plans/Policies/Regulations</i>	Less Than Significant
E. LAND USE AND PLANNING	
<i>Conflict with Land Use Plans</i>	Less Than Significant
F. NOISE	
<i>Construction</i>	
<i>On-Site Noise^a</i>	Significant and Unavoidable
<i>Off-Site Noise^b</i>	Less Than Significant
<i>On-Site Vibration (Building Damage)</i>	Less Than Significant with Mitigation
<i>On-Site Vibration (Human Annoyance)</i>	Significant and Unavoidable
<i>Off-Site Vibration (Building Damage)</i>	Less Than Significant
<i>Off-Site Vibration (Human Annoyance)</i>	Less Than Significant
<i>Operation</i>	
<i>On-Site Noise</i>	Less Than Significant
<i>Off-Site Noise</i>	Less Than Significant
G. POPULATION AND HOUSING	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
H. PUBLIC SERVICES	
<i>Fire Protection</i>	
<i>Construction</i>	Less Than Significant

Table I-1 (Continued)
Summary of Impacts Under the Project

Environmental Topic	Project Impact Determination
<i>Operation</i>	Less Than Significant
<i>Police Protection</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Schools</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Libraries</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Parks and Recreation</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
I. TRANSPORTATION	
<i>Conflict with Transportation Plans</i>	Less Than Significant
<i>Vehicle Miles Traveled</i>	Less Than Significant
<i>Hazardous Geometric Design Features</i>	Less Than Significant
<i>Emergency Access</i>	Less Than Significant
J. TRIBAL CULTURAL RESOURCES	
<i>Tribal Cultural Resources</i>	Less Than Significant
K. UTILITIES AND SERVICE SYSTEMS	
<i>Water Supply and Infrastructure</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Wastewater</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<i>Energy Infrastructure</i>	
<i>Construction</i>	Less Than Significant
<i>Operation</i>	Less Than Significant
<p>^a <i>Cumulative on-site noise would also be significant and unavoidable.</i></p> <p>^b <i>Project-level impacts would be less than significant, but cumulative impacts would be significant and unavoidable.</i></p> <p>Source: <i>Eyestone Environmental, June 2021.</i></p>	

10. Project Design Features

a. Air Quality

Project Design Feature AQ-PDF-1: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators will be used during construction.

b. Greenhouse Gas Emissions

Project Design Feature GHG-PDF-1: The design of the new building will incorporate the following sustainability features:

- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.
- HVAC mechanical systems and building lighting will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation will be utilized in HVAC systems, and refrigerants in HVAC equipment will have low GHG emission rates. In particular, the HVAC system will be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Install occupancy-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption at residential and non-residential uses.
- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
- Incorporate energy-efficient design methods and technologies which may include high performance window glazing, passive design and façade shading devices, high efficiency domestic water heaters, and enhanced insulation to minimize solar heat gain.
- Built-in appliances, refrigerators, and space-conditioning equipment shall meet or exceed the minimum efficiency levels mandated in the California Code of Regulations. High-efficiency Energy Star-rated products and appliances will be installed, as available.

- Fenestration will be designed for solar orientation (i.e., window systems shall be designed to reduce thermal gain and loss), thus reducing cooling loads during warm weather and heating loads during cool weather.
- A large percentage of exterior walls will be finished with light colored materials and high-emissivity characteristics to reduce cooling loads.
- Use of water-efficient plantings with drought-tolerant species.
- Pedestrian- and bicycle-friendly design.
- Allocate preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.

c. Noise

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The construction contractor will keep documentation on-site demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

Project Design Feature NOI-PDF-2: All outdoor mounted mechanical equipment will be enclosed or screened from off-site noise-sensitive receptors as defined in the LA CEQA Thresholds Guide.

Project Design Feature NOI-PDF-3: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 71 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at the Ground Level (Outdoor Dining, Plaza, and Paseo) and 85 dBA (L_{eq-1hr}) at the Levels 2 and 3 (Courtyards at Buildings 1, 2, 3 and 4, and Paseo) and at the Recreation Building Roof Level Terrace. A qualified noise consultant will provide written documentation that the design of the system complies with these maximum noise levels.

Project Design Feature NOI-PDF-4: All loading docks will be acoustically screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-5: Project construction will not include the use of driven (impact) pile systems.

d. Public Services—Police Protection

Project Design Feature POL-PDF-1: During construction, the Applicant will implement temporary security measures, including security barriers and fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlock gates or guard-restricted access) to limit access by the general public, secure construction equipment, and minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. Regular daily and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided to minimize trespassing, vandalism, and short-cut and other attractions. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.

Project Design Feature POL-PDF-2: During operation, the Project will incorporate a 24-hour/seven-day security program to ensure the safety of its residents and site visitors. The Project's security will include, but not be limited to, the following design features:

- Installing and utilizing a 24-hour security camera network throughout the underground parking structures, the elevators, the common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces. All security camera footage shall be maintained for at least 30 days, and such footage shall be provided to the LAPD, as needed;
- Maintaining staff on-site, including at the lobby concierge desk. Designated staffers shall be dedicated to monitoring the Project's security cameras and directing staff to locations where any suspicious activity is viewed;
- Controlling access to all building elevators, residences, and resident-only common areas through an electronic key fob specific to each user;
- Training staff on security policies for the Project's buildings. Duties of the security personnel would include, but not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling the property; and
- Maintaining unrestricted access to commercial/restaurant uses during business hours, with public access (except for authorized persons) prohibited after the businesses have closed.

Project Design Feature POL-PDF-3: The Project will provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

Project Design Feature POL-PDF-4: The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

Project Design Feature POL-PDF-5: The Project will design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant will consult with LAPD's Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project, including applicable features in LAPD's Design Out Crime Guidelines.

Project Design Feature POL-PDF-7: Upon completion of the Project and prior to the issuance of the building permit, the Applicant will submit a diagram of the Project Site to the LAPD's Hollywood Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

e. Transportation

Project Design Feature TR-PDF-1: The Project will prepare and implement a Transportation Demand Management (TDM) Program consistent with City policies on sustainability and smart growth and with LADOT's trip reduction and multi-modal transportation program. The TDM Program shall include the following measures:

- **Unbundled Parking:** Parking spaces for residents will be leased separately from dwelling units, thereby explicitly exposing residents to the cost of parking and giving them the option not to pay for parking. This measure is designed to reduce auto ownership and encourage the use of alternative modes of transportation;
- **Promotions & Marketing:** Prior to employment and residential leasing, employees and residents will be provided with materials and promotions encouraging use of alternative modes of transportation. Verification of material and promotions will be provided prior to approval of building permit. This type of campaign helps to raise awareness of the options available to people who may never consider any alternatives to driving.

Project Design Feature TR-PDF-2: Prior to the start of construction, a detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared by the Applicant and submitted to the Los Angeles Department of Transportation (LADOT) for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Traffic Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and will include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual (English and Spanish) notification to adjacent property owners and occupants, and nearby schools, of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Sunset Boulevard, Western Avenue, and Serrano Avenue, to ensure traffic safety on public rights-of-way. These controls shall include, but not be limited to, flag people trained in pedestrian safety at the Project Site.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Construction-related vehicles/equipment shall not park on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede nearby school drop-off and pick-up activities.
- Coordination with Metro to address the relocation of the bus stop located at the southeast corner of Sunset Boulevard and Western Avenue adjacent to the Project Site.

f. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: In addition to regulatory requirements, the Project design shall incorporate the following design features to support water conservation in excess of LAMC requirements:

- Showerheads with a flow rate of 1.6 gpm or less.
- Non-residential lavatory faucets with a flow rate of 0.35 gpm or less.
- Metering faucets with a flow rate of 0.18 gallons per cycle, or less.
- High-efficiency toilets with a flush volume of 1.12 gallons per flush or less.
- Urinals with a flush volume of 0.11 gallons per flush or less.
- Leak detection system for swimming pools and Jacuzzi.
- Use of proper hydro-zoning/zoned irrigation (grouping plants with similar water requirements together).
- Drought tolerant plants - 45 percent of total landscaping.

11. Mitigation Measures

a. Air Quality

Mitigation Measure AIR-MM-1: All off-road diesel-powered equipment greater than 50 hp used during Project grading/excavation activities shall meet USEPA Tier 4 Final emissions standards. A copy of each such unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit.

Mitigation Measure AIR-MM-2: During the grading phase, all trucks hauling the export of soil material and demolished site improvements shall be model year 2007 or newer. Prior to issuance of a grading permit, the applicant shall provide evidence (such as copies of contracts with concrete subcontractors with specifications or engine certifications) satisfactory to the Department of City Planning demonstrating compliance with this measure.

Mitigation Measure AIR-MM-3: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.

Mitigation Measure AIR-MM-4: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

Mitigation Measure AIR-MM-5: If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses. Distance to the nearest receptor is measured from the exhaust stack of the engine to the nearest receptor location.

Mitigation Measure AIR-MM-6: The Project shall include the use of solar-powered generators, to the extent commercially available, should generators be required during construction.

b. Cultural Resources

Mitigation Measure CUL-MM-1: Prior to the start of either demolition, grading, or construction, qualified principal archaeologist (Project Archaeologist) meeting the Secretary of the Interior's Qualification Standards for Archaeology shall be retained. The Project Archaeologist shall prepare a written cultural resources monitoring and treatment plan (CRMTP) to reduce potential Project effects on unanticipated archaeological resources unearthed during construction through data recovery. The CRMTP shall be approved by the Department of City Planning, Office of Historic Resources. The CRMTP shall also include a summary of pertinent background information, consistent with the information disclosed in this EIR, including the environmental and cultural settings of the Project area, site information, and in the event of discovery of any archaeological resources, the proposed avoidance methods, reporting methods, and plans for curation of collected materials.

Mitigation Measure CUL-MM-2: During project planning, demolition, excavation, and construction, the CRMTP shall be implemented by the Project Archaeologist. The CRMTP shall include the professional qualifications required of key staff, monitoring protocols, provisions for evaluating and treating sites discovered during ground-disturbing activities, and reporting requirements. The CRMTP shall also include a section describing the protocol in the event that human remains are discovered during Project construction consistent with the provisions of the California Health and Safety Code.

Mitigation Measure CUL-MM-3: If cultural resources that may be eligible for listing in the California Register are discovered during demolition, excavation or construction, all ground-disturbing activities in the immediate vicinity of the find shall be halted to allow the Project Archaeologist for up to 5 days to evaluate the find. If the find is recommended as eligible for the California Register by the Project Archaeologist, the Project proponent and City of Los Angeles Department of City Planning, Office of Historic Resources, shall be notified and the provisions of the CRMTP shall be implemented to reduce Project impacts on the newly discovered resource to a less-than-significant level.

c. Geology and Soils⁹

Mitigation Measure GEO-MM-1: During the excavation and grading phases and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor, who shall be responsible for coordinating with a certified paleontologist to implement and enforce the following:

- a. If any paleontological materials are encountered during the course of Project development, the Construction Monitor shall coordinate with the services of a paleontologist, and all further development activity shall halt in the immediate vicinity of the find and the following shall be undertaken:
 - i. The services of a professional paleontologist shall then be secured by contacting the Center of Paleontology–USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum to assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - ii. The Construction Monitor shall also prepare and submit documentation of the Applicant’s compliance during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant’s Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.
 - iii. The paleontologist’s survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - iv. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

⁹ *At the time the Initial Study was published, the Appendix G thresholds addressed paleontological resources under the Cultural Resources section and the paleontological mitigation measure was numbered “CUL-MM-1.” Paleontological resources are now evaluated as part of Geology and Soils and the mitigation measure has been renamed accordingly.*

- b. At the conclusion of monitoring activities, the Project paleontologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Dept. of City Planning, for retention in the administrative file for Case No. ENV-2017-1084-EIR.
- c. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum or when permitted by the Construction Monitor.
- d. Prior to the issuance of any certificate of occupancy, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

d. Noise

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of Serrano Avenue east of the Project Site (receptor R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1.
- Along the northern property line of the Project Site between the construction areas and residential use on Serrano Avenue north of the Project Site (receptor R2) and the hotel on the north side Sunset Boulevard (receptor R3). The temporary sound barrier shall be designed to provide a minimum 11-dBA and 7-dBA noise reduction at the ground level of receptors R2 and R3, respectively.
- Along the southern property line (east portion) of the Project Site between the construction areas and residential use on Fernwood Avenue south of the Project Site (receptor R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor R5.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to perform a pre-construction survey of the multi-story office building on adjacent to the Project Site to the south to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and

implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at property line of the office building adjacent to the Project Site to the south during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.4 PPV and a regulatory level of 0.5 PPV. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.4 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.5 PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged, and repairs will be provided in the event any damage occurred. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart once the vibration level is recalibrated and construction activities are adjusted to be below the warning level.

12. Summary of Alternatives

This Draft EIR examined four alternatives to the Project in detail, which include the No Project/No Build Alternative, Zoning Compliant All Commercial Alternative; Zoning Compliant All Hotel Alternative; and Reduced Density (25 Percent) Mixed-Use Alternative. A general description of these alternatives is provided below. Refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives, a comparative analysis of the impacts of these alternatives with those of the Project, and a description of the alternatives considered but rejected as infeasible.

a. Alternative 1: No Project/No Build Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6(e)(3)(B) states in part that, “in certain instances, the No Project Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved and no new development would occur within the Project Site. Thus, the physical conditions of

the Project Site would generally remain as they are today. The Project Site would continue to be occupied by a one-story grocery store and one-story fast-food restaurant and their associated parking areas. No new construction would occur.

b. Alternative 2: Zoning Compliant All Commercial Alternative

Under this Alternative, the Project Site would be developed with all commercial uses in accordance with the existing C2-1 (Commercial, Height District 1) zoning for the Project Site. Height District 1 within the C2 zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, Section 8.B.2 of the Specific Plan permits a maximum building height of 35 feet and a maximum FAR of 1.5:1 for projects comprised exclusively of commercial uses. Alternative 2 would specifically develop approximately 422,834 square feet of commercial uses in four buildings centered around north-south and east-west paseos, which is less than the 882,250 square feet proposed by the Project.¹⁰ The commercial uses would consist of 322,834 square feet of office space, 50,000 square feet of market space, 35,000 square feet of retail space, and 15,000 square feet of restaurant space. Due to the reduced size, construction duration would be shorter than the Project. Unlike the Project, no residential uses are proposed. The four buildings would be four stories and approximately 65 feet in height. The Zoning Compliant All Commercial Alternative would not be required to include open space, but would include the same pedestrian paseos and plaza as the Project that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. A total of 764 vehicle parking spaces would be provided in two subterranean parking levels and in one partial at-grade parking level. The subterranean parking levels would have a smaller footprint than the Project and would, therefore, require less area of excavation. Alternative 2 would provide 212 bicycle parking spaces with short-term spaces located along Sunset Boulevard and Western Avenue, and long-term spaces within the parking levels. Vehicular access for Alternative 2 would be provided via two driveways on Western Avenue, one driveway on Sunset Boulevard, and one driveway on Serrano Avenue. Pedestrian access would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Alternative 2 would require the same entitlements as the Project, as well as a Specific Plan amendment to permit the proposed building height.

¹⁰ While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure.

c. Alternative 3: Zoning Compliant Hotel Alternative

Under this Alternative, the Project Site would be developed with a hotel in accordance with the existing C2-1 (Commercial, Height District 1) zoning for the Project Site. Height District 1 within the C2 zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, Section 8.B.2 of the Specific Plan permits a maximum building height of 35 feet and a maximum FAR of 1.5:1 for projects comprised exclusively of commercial uses. Alternative 3 would replace the Project's proposed uses with a hotel. Specifically, Alternative 3 would develop a 422,834-square-foot hotel with 550 rooms and a variety of amenities such as pools, spas, and outdoor decks. The proposed 422,834-square-foot development is less than the 882,250 square feet proposed by the Project. Due to the reduced size, construction duration would be shorter than the Project. Like the Project, the hotel would consist of four buildings centered around north-south and east-west paseos.¹¹ The four buildings would be three stories and approximately 45 feet in height, which is less than the Project. The Zoning Compliant Hotel Alternative would not be required to include open space, but would include the same pedestrian paseo and plaza as the Project that would include paving materials, raised planters, outdoor dining areas, and landscape elements that would enhance the Sunset Boulevard streetscape adjacent to the Project Site. A total of 635 vehicle parking spaces would be provided in two subterranean parking levels and one partial at-grade level. The subterranean parking levels would have a smaller footprint than the Project and would, therefore, require less excavation. Alternative 3 would provide 42 bicycle parking spaces with short-term spaces located along Sunset Boulevard and Western Avenue, and long-term spaces in the subterranean parking levels. Vehicular access for Alternative 3 would be provided via two driveways on Western Avenue, one driveway on Sunset Boulevard, and one driveway on Serrano Avenue, and pedestrian access would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Alternative 3 would require the same entitlements as the Project, as well as a Specific Plan amendment to permit the proposed building height and conditional use permit to allow a hotel within 500 feet of residential uses.

d. Alternative 4: Reduced Density Mixed-Use Alternative

Alternative 4 would develop the same mix of uses as the Project, but all development would be reduced by 25 percent. Specifically, under this Alternative, the proposed housing units would be reduced from 735 to 551, and the proposed commercial space would be reduced from 95,000 to 71,250 square feet, consisting of a 51,750-square-foot supermarket, 12,000 square feet of retail uses, and 7,500 square

¹¹ *While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City's Building Code due to the unifying subterranean parking structure.*

feet of restaurant uses. Total floor area under Alternative 4 would be reduced from 882,250 square feet to 661,688 square feet. Due to the reduced size, construction duration would be shorter than the Project. Like the Project, this Alternative would develop four buildings centered around a north-south paseo and east-west fire lane.¹² The four buildings would be five stories and approximately 65 feet in height, approximately 10 feet less in height than the Project. The Reduced Density Mixed-Use Alternative would provide approximately 58,650 square feet of open space. A total of 689 vehicle parking spaces would be provided in two subterranean parking levels and in one at-grade parking level. The subterranean levels would have a smaller footprint than the Project and would, therefore, require less excavation. Alternative 4 would provide 294 bicycle parking spaces, consisting of 277 spaces for residential uses and 17 for commercial uses. Commercial bicycle parking spaces would be distributed on the sidewalks along Sunset Boulevard and Western Avenue and within the plaza and paseos. Residential bicycle parking spaces would be provided within the parking levels. Vehicular access for Alternative 4 would be provided via two driveways on Western Avenue, one driveway on Sunset Boulevard, and one driveway on Serrano Avenue and pedestrian access to the ground-floor neighborhood-serving commercial uses would be from Sunset Boulevard, Western Avenue, and Serrano Avenue. Alternative 4 would require the same entitlements as the Project.

e. Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

With respect to identifying an Environmentally Superior Alternative among those analyzed in this Draft EIR, the range of feasible alternatives includes Alternative 1, the No Project/No Build Alternative; Alternative 2, the Zoning Compliant All Commercial Alternative; Alternative 3, the Zoning Compliant All Hotel Alternative; and Alternative 4, the Reduced Density Mixed-Use Alternative. Table V-1 beginning on page V-6 of Section V, Alternatives, provides a comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the Project. A more detailed description of the potential impacts associated with each alternative is provided above. Pursuant to CEQA Guidelines Section 15126.6(c), the analysis below addresses the ability of the alternatives to “avoid or substantially lessen one or more of the significant effects” of the Project.

¹² While the proposed building would appear as four separate structures, these structures collectively comprise one building per the City’s Building Code due to the unifying subterranean parking structure.

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative would avoid all of the Project's significant environmental impacts, including the Project's significant and unavoidable impacts related to on-site noise during construction and on-site vibration during construction (pursuant to the threshold for human annoyance). In addition, Alternative 1 would avoid the Project's significant cumulative on- and off-site noise impacts. However, the No Project/No Build Alternative would not meet any of the Project objectives or achieve the Project's underlying purpose of developing the infill Project Site by constructing a mixed-use development that would provide new multi-family housing, and neighborhood-serving retail and restaurant uses to serve the Hollywood community and promote walkability.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative (Alternative 1—No Project/No Build Alternative), a comparative evaluation of the remaining alternatives indicates that Alternative 4, the Reduced Density Mixed-Use Alternative would be the Environmentally Superior Alternative. Alternative 4 would not avoid the Project's significant and unavoidable environmental impacts related to on-site construction noise or on-site construction vibration (pursuant to the threshold for human annoyance). In addition, Alternative 4 would reduce, but not eliminate the Project's contribution to potentially significant cumulative on-site and off-site construction noise impacts. Alternative 4 would, however, further reduce many of the Project's less-than-significant impacts.

With an identical mix of uses as the Project, the Reduced Density Mixed-Use Alternative would meet the Project's underlying purpose to develop a high quality mixed-use development that provides new multi-family housing and retail and restaurant uses that serve the community and promote walkability.

However, with respect to housing, Alternative 4 would provide fewer needed housing units near public transit. Specifically, while not a specific objective of the Project, the 551 residential units included in Alternative 4 would provide 0.7 percent of the City's RHNA allocation compared to 0.9 percent with the Project.¹³

Alternative 4 would meet the following Project objectives to a lesser extent as the Project due to the reduced amount of overall development and reduced amount of multi-family residential units:

¹³ *City of Los Angeles General Plan, Housing Element, Chapter 1: Housing Needs Assessment.*

- Provide a mix of uses that maximizes building density at a location served by public transit and locates residential uses in areas that reduce automobile dependency in a transit priority area.
- Improve the visual character of the Project area by redeveloping a project site currently developed with one-story commercial uses and associated surface parking with a new, mixed-use project that utilizes and conforms to the maximum Floor Area Ratio permitted by the Vermont/Western Station Neighborhood Area Specific Plan.
- Provide needed housing near public transit by constructing high density residential dwelling units to serve a range of tenants, and develop new housing stock at an infill location close to commercial and office uses.
- To promote local and regional mobility objectives by concentrating higher-density housing along Sunset Boulevard, a commercial corridor, and providing a mix of residential and neighborhood-serving commercial uses that are in close proximity to public transportation, including numerous bus lines as well as rail transit, and supported by recreational amenities and commercial services.

Alternative 4 would meet the following objectives to the same extent as the Project:

- Promote fiscal and community benefits, economic development, and job creation, by creating construction and retail jobs, providing economic benefit to the City, and providing community benefits through new housing.
- Create an environmentally sensitive development, by incorporating sustainable and green building design and construction that reduces waste, manages water use efficiently and conserves energy, and by providing employment, housing, and shopping opportunities within easy access of established public transit.
- To meet the objectives of the Vermont/Western Station Neighborhood Area Specific Plan to create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses such as neighborhood-serving commercial uses and publicly accessible plazas and paseos.