

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 1360 N. Vine Street 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 22, 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 that the Project would not have the potential to cause significant impacts related to: aesthetics; agriculture and forestry resources; air quality (odors); biological resources; hazards and hazardous materials; land use and planning (habitat conservation plan or natural community conservation plan);¹ mineral resources; noise (airport and private airstrip noise); population and housing; transportation (air traffic patterns and hazardous design features); and utilities and service systems (stormwater and solid waste). Therefore, these areas were 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:²

- Air Quality
- Cultural Resources (historical, archaeological, and paleontological resources)
- Energy³
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Public Services (fire protection, police protection, schools, parks, and libraries)

¹ *At the time the NOP was issued, the Appendix G checklist included a threshold related to habitat conservation plans and natural community conservation plans. This threshold was deleted as part of the December 2018 updates to Appendix G and these issues are now addressed solely under Biological Resources.*

² *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.*

³ *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.*

- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems (water supply/infrastructure, wastewater, and energy infrastructure)⁴

Impacts related to Geology and Soils and Hydrology and Water Quality were determined to be less than significant in the Initial Study. However, due to subsequent changes to the Project, these issues are now evaluated in Sections IV.D and IV.F, respectively, of 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; geology and soils; greenhouse gas emissions; hydrology and water quality; land use and

⁴ *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.*

planning; noise; 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 alternatives to the Project including: No Project/No Build Alternative; Residential Option Alternative 2: Reduced Density and FAR (25 percent) Alternative; Residential Option Alternative 3: Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative; Office Option Alternative 2 Reduced Density and FAR (25 percent) Alternative; Office Option Alternative 3: Development in Accordance with Existing Zoning Alternative; and Office Option Alternative 4: Development in Accordance with Hollywood Community Plan Update 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 Historic Resources Technical Report
- Appendix D Archaeological Records Search
- Appendix E Energy Calculations
- Appendix F Utility Infrastructure Technical Report: Energy, Water, and Wastewater
- Appendix G Geotechnical Investigations
 - Appendix G.1 Residential Option Geotechnical Report
 - Appendix G.2 Office Option Geotechnical Report
 - Appendix G.3 Supplemental Geotechnical Letter
- Appendix H Soils Response Letter
- Appendix I Paleontological Records Search
- Appendix J Water Resources Technical Report
- Appendix K Land Use Tables
- Appendix L Noise Calculation Worksheets
- Appendix M Los Angeles Fire Department Letter
- Appendix N Los Angeles Police Department Letter
- Appendix O Los Angeles Unified School District Letter
- Appendix P Los Angeles Public Libraries Letter
- Appendix Q Department of Recreation and Parks Letter
- Appendix R Transportation Assessment

- Appendix S LADOT’s Assessment Letter for the Transportation Assessment
- Appendix T TCR Report
- Appendix U Water Supply Assessment
- Appendix V Alternatives Noise Calculations
- Appendix W Alternatives Transportation Memo

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

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

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 consists of 13 contiguous lots and is currently occupied by a mix of uses that consist of a 17,100-square-foot post-production facility, an 8,044-square-foot commercial building, six bungalows that comprise approximately 8,988 square feet of floor area, and an eight-unit multi-family residential building comprised of approximately 7,700 square feet of floor area. The 8,044-square-foot commercial building includes two restaurants, a convenience store, a pawn shop, and an insurance services store. The eight-unit multi-family residential building is vacant. The six historic bungalows on the eastern portion of the site are contributing structures within the Historic District, a designated California Register historic district. Three of the six bungalows are occupied by office/post-production uses, while the three remaining bungalows are vacant. There are also ancillary buildings such as sheds and garages adjacent to the bungalows that are non-contributing features to the Historic District. A surface parking lot is also located behind the commercial building. Ornamental landscaping, including trees and shrubs within yards, is located within the northeastern portion of the site surrounding the bungalows along De Longpre Avenue. Limited ornamental landscaping is provided within the remainder of the Project Site. In addition, six total street trees are located along Afton Place and along Vine Street.

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 Regional Center Commercial land uses for the eight western parcels nearest to Vine Street and Medium Residential for the remainder of the site.

The Project Site consists of several lots of various zones and height designations including: C4-2D-SN, (T)(Q)C2-2D, R4-2D, and R3-1XL.

The four western lots are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District [HSSUD]). The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels,

schools, parks, and theaters. The C4 zone also permits any land use permitted in the R4 (Multiple Residential) zone, which includes single-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations. The C4 zone normally limits residential density to the R4 zone standard of 400 square feet of lot area per dwelling unit; however, Los Angeles Municipal Code (LAMC) Section 12.22-A,18 permits mixed-use projects on commercially zoned sites designated as Regional Center Commercial to utilize the R5 zone density calculation of 200 square feet of lot area per dwelling unit. The Height District 2 designation, in conjunction with the C4 zone, does not impose a maximum building height limitation but does impose a maximum floor area ratio (FAR) of 6:1. However, the existing “D” Limitation that is applicable to the Project Site’s C4-, C2-, and R4-zoned parcels limits the total floor area to a maximum FAR of 2:1, pursuant to Ordinance No. 165,652 (effective May 6, 1990). The “SN” suffix indicates that the Project Site is located in the HSSUD, pursuant to Ordinance No. 176,172 (effective October 4, 2004), and further amended pursuant to Ordinance No. 181,340 (effective November 17, 2010), which allows certain types of signage otherwise not permitted by the LAMC.

One lot on the northern portion of the Project Site, along De Longpre Avenue, is zoned (T)(Q)C2-2D (Commercial with “T” and “Q” Conditions, Height District 2 with Development Limitation). The C2 zone also permits a wide array of commercial uses, as well as any land use permitted in the R4 (Multiple Residential) zone. The Regional Center Commercial land use for this lot also permits the R5 zone density calculation of 200 square feet of lot area per dwelling unit for mixed-use projects. In addition, Height District 2 within the C2 zone normally does not impose a height limitation and permits a maximum FAR of 6:1. However, the “D” Limitation, pursuant to Ordinance No. 168,948 (effective September 4, 1993), limits the FAR to 2:1 (as previously limited pursuant to Ordinance No. 165,652). In addition, the “T” Condition indicates a Tentative Zone Classification, which is a City Council requirement for public improvements as a result of zone changes, pursuant to LAMC Section 12.32-G, while the “Q” Conditions identify several landscaping, signage, and security requirements applicable to this lot.

Two lots on the southern portion of the Project Site along Afton Place, and one lot on the northern portion of the Project Site, along De Longpre Avenue, are zoned R4-2D (Multiple Residential, Height District 2 with Development Limitation). The R4 zone allows multiple dwelling and apartment house uses, requiring a minimum lot area of 400 square feet per dwelling unit. These lots are located within Height District 2, and are subject to the same “D” Limitation, which limits the FAR to 2:1, pursuant to Ordinance No. 165,652 (effective May 6, 1990).

Five lots within the eastern portion of the Project Site are zoned R3-1XL (Multiple Residential, Height District 1-XL). The R3 zone multiple dwelling and apartment house uses, requiring a minimum lot area of 800 square feet per dwelling unit. Under Height District 1XL, development is limited to two stories and 30 feet in height with a FAR of 3:1.

The Project Site is also within the boundaries of the Hollywood Redevelopment Project Area (Redevelopment Plan). In addition, the Project Site is within the boundaries of the former Los Angeles State Enterprise Zone (Hollywood Region). Projects located in an Enterprise Zone were permitted to utilize a lower parking ratio for commercial office, business, retail, restaurant, bar, and related uses. Pursuant to LAMC Section 12.21-A,4(x)(3), the minimum parking requirement for such commercial uses in an Enterprise Zone was two parking spaces for every 1,000 square feet of combined gross commercial floor area. The Project Site is located within a Transit Priority Area pursuant to Senate Bill 743.

6. Description of the Proposed Project

a. Project Overview

The Project proposes to develop a mixed-use building on a 81,050-square-foot site located within the Hollywood Community Plan area of the City.⁶ As described in more detail below, the Project has two development options: a Residential Option and an Office Option.

The Residential Option would develop a new high-rise building with four levels of subterranean parking consisting of up to 429 new residential units, including 36 units designated for Very Low Income households, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or 12 residential units, in which case the development would still propose a total of 429 residential units.⁷ The new building would be 360 feet 4 inches in height when accounting for rooftop mechanical equipment.⁸ Overall, the Residential Option would provide approximately 484,421 square feet of floor area within the Project Site.

The Office Option would develop a new high-rise building with eight levels of subterranean parking with approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses, as well as 8,988 square feet of uses in the

⁶ *The Project Site is 81,050 net square feet and 89,500 gross square feet. The net lot area accounts for street dedications.*

⁷ *Section IV, Environmental Impact Analysis, of this Draft EIR considers the most conservative scenario depending on the issue analyzed.*

⁸ *Under the Residential Option, the new building would include Levels 1 through 32 and would have a height of 345 feet 4 inches. With the 15-foot rooftop mechanical parapet, the maximum building height would be 360 feet 4 inches.*

bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or nine residential units.⁹ The new building would be 303 feet in height when accounting for rooftop mechanical equipment.¹⁰ Upon completion, the Office Option would provide approximately 484,423 square feet of floor area within the Project Site

To provide for the new uses, the existing vacant 8-unit multi-family building, low rise commercial buildings, and ancillary buildings adjacent to the bungalows that are non-contributing features to the Historic District would be demolished. For the Residential Option, the estimated depth of excavation expected for the subterranean parking and building foundations would be up to approximately 45 feet below grade. Under the Residential Option, is estimated that approximately 142,000 cubic yards of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase. For the Office Option, the estimated depth of excavation expected for the 8 levels of subterranean parking and building foundations would be up to approximately 83 feet below grade. Under the Office Option, it is estimated that approximately 321,060 cubic yards of export material and soil would be hauled.

b. Building Design

The Project would develop the new high-rise building within the western portion of the Project Site, fronting Vine Street, Afton Place, and De Longpre Avenue, while the six bungalows would be relocated along the eastern portion of the Project Site. Both high-rise buildings of the proposed options would feature contemporary architectural styles and articulated façades.

Under the Residential Option, the 32-story high-rise building would feature a rectangular podium comprised of Levels 1 through 9, which would contain neighborhood-serving commercial retail uses, a grocery store, and residential units. The residential tower of the high-rise building would be situated atop the podium within the northwest portion of the Project Site. As such, the height of the Project would transition from the highest point of the building at Vine Street and De Longpre Avenue to the lower scaled historic bungalows and other residential uses to the east. The proposed residential tower within the northwestern portion of the Project Site (at Vine Street and De Longpre Avenue) would be similar in height to other high-rise buildings along Vine Street, while the proposed podium within the southwestern portion of the Project Site (at Vine Street and Afton Place) would be reduced in scale in the form of a nine-story podium. Along the eastern façade,

⁹ Section IV, *Environmental Impact Analysis*, of this Draft EIR considers the most conservative scenario depending on the issue analyzed.

¹⁰ Under the Office Option, the new building would include Levels 1 through 17 and would have a height of 273 feet. With the 30-foot rooftop mechanical parapet, the maximum building height would be 303 feet.

the building would be terraced at Level 3. On the ground floor, the new building within the western portion of the Project Site would be separated from the relocated bungalows within the eastern portion of the Project Site by an approximately 22- to 57-foot open space buffer that would include a private pedestrian walkway. This buffer would provide access to the bungalows and the ground floor of the new building, as well as access between De Longpre Avenue and Afton Place.

The new 17-story high-rise building proposed by the Office Option has been designed in a modern architectural style and would be clad in full-height glass curtain wall from Levels 2 through 17, the topmost floor of which features a portion of the wall cut away at an outdoor deck. The building's second level and corner at De Longpre Avenue are similarly clad in glass curtain wall but also feature the addition of dense vertical fins at each vertical mullion. This design allows the tower's structure to be expressed on the outside of the building and signals the main lobby and restaurant uses at the ground level. Specifically, the high-rise building would feature a main entrance fronting Vine Street and ground-level restaurant uses facing Vine Street, De Longpre Avenue, and Afton Place. The Office Option would include a private buffer to separate the new high-rise building in the western portion of the Project Site and the relocated bungalows within the eastern portion of the Project Site.

Both the Residential Option and Office Option have been designed to provide an enhanced pedestrian environment. Pedestrian access within and around the proposed development would include landscaped sidewalks along Vine Street, Afton Place, and De Longpre Avenue. New landscaping and trees would also be planted between each bungalow and along the eastern boundary line as well as between the proposed high-rise building and rehabilitated bungalows.

c. Open Space and Recreational Amenities

The Residential Option would provide 54,850 square feet of open space, exceeding the 54,275 square feet of open space required by the LAMC. The ground level of the Project Site would include approximately 13,350 square feet of outdoor landscaped open space and a 1,000-square-foot indoor common access lobby. Level 10 of the building would include a 13,800-square-foot outdoor amenity deck with recreational features such as a pool with chaise lounges, seating areas, fire pits, and new trees and shrubs. In addition, interior residential amenity spaces on Level 10 totaling approximately 10,250 square feet would abut the pool amenity deck and may include a fitness center and club room. The new building would also provide 16,450 square feet of private balconies.

If the Office Option is developed with restaurants (i.e., not residential uses) within the rehabilitated bungalows, then open space would not be required by the LAMC. Nonetheless, this scenario would provide 15,541 square feet of outdoor open space on the

ground floor, a 4,969-square-foot outdoor deck on Level 17, and 15,821 square feet of indoor amenities on Level 17. Such indoor amenities would include an 8,243-square-foot fitness center, 1,283-square-foot yoga room, 3,156-square-foot lounge, and 3,139-square-foot billiard room.

If the Office Option is developed with nine two-bedroom residential units within the rehabilitated bungalows, then 2,100 square feet of open space would be required. The Office Option would provide 15,541 square feet of outdoor amenities on the ground floor, which would include 2,100 square feet of open space for bungalow residents east of the private buffer. As such, the Office Option would meet LAMC open space requirements. In addition, although not required by LAMC, the new high-rise building would include a 4,969-square-foot outdoor deck and 15,821 square feet of indoor amenities on Level 17.

Extensive landscaping and trees would be provided at the Project's ground floor along the sidewalk, between the new high-rise building and historic bungalows, and at the ground floor of the bungalows. In addition, the amenity deck on Level 10 of the Residential Option would be landscaped with trees and planters. New shrubs and perennials would also be planted throughout the ground and amenity levels.

In addition to providing ground floor landscaping and trees identical to the Residential Option between the new high-rise building and historic bungalows, the Office Option would provide landscaped balconies throughout the high-rise office building and install trees and planters on the outdoor amenity deck on Level 17.

A total of 146 new trees would be provided on-site throughout the ground and amenity levels under either Option.

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. Additionally, as the Project Site is within the HSSUD, all development options would comply with all requirements under this district. Proposed signage would include mounted project identity signage, building and commercial tenant signage, and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at parking garage entrances, elevator lobbies, vestibules, and residential corridors.

Exterior lighting along the public areas would include pedestrian-scale (i.e., lower to the ground, spaced closer together) fixtures. Exterior lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping

elements would be incorporated throughout the site. Lighting for all development options would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements.

All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

e. Access, Circulation, and Public Transportation

Vehicle access for the proposed uses of the Residential Option would be provided via a right-in/right-out driveway on Vine Street and a two-way all-way access driveway on De Longpre Avenue. Both driveways would provide access to the subterranean parking garage. The commercial and/or residential truck loading docks would be located adjacent to the De Longpre Avenue driveway. No vehicular access off of Afton Place is proposed for the Residential Option.

Vehicle access for the proposed uses of the Office Option would be provided via three driveway scenarios: (1) a right-in/right-out driveway on Vine Street and a two-way all-way access driveway on De Longpre Avenue; (2) all-access driveways on Afton Place and De Longpre Avenue; or (3) all-access driveways on Afton Place and De Longpre Avenue with an added cul-de-sac (i.e., street closure to through traffic) directly east of the driveway on Afton Place. All driveways would provide access to the subterranean parking garage. All scenarios would locate the loading dock adjacent to the De Longpre driveway.

Under the Residential Option, pedestrian access to the ground floor neighborhood-serving commercial retail uses would be available from Vine Street and Afton Place. Building residents would access the residential lobby from an entrance on De Longpre Avenue. Residents would also be able to enter the building from stairs/elevators accessible from Vine Street.

Under the Office Option, pedestrian access to the ground floor restaurants would be available from Vine Street, De Longpre Avenue, and Afton Place. Office tenants would access the office lobby from an entrance on Vine Street. Office tenants would also be able to enter the above-grade office levels from stairs/elevators accessible from Afton Place.

Both Project options would also provide a 22- to 57-foot buffer between the new building and rehabilitated bungalows. Under both Options, this buffer would be private and access would be limited to the building residents or tenants. The Project area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and

pedestrian safety features. Approximately 8- to 18-foot-wide sidewalks are provided throughout the Project vicinity. In addition, Vine Street and Fountain Avenue are designated bicycle routes.

There are multiple public transportation options in the immediate area of the Project Site. In particular, the Metro B Line (Red) Hollywood/Vine Station is located approximately 0.4 miles north of the Project Site. Additionally, Metro and the City of Los Angeles Department of Transportation (LADOT) operate numerous bus lines with stops located in close proximity to the Project Site. In particular, the Metro Line 210 local bus runs along Vine Street in the northbound/southbound direction. Bus stops for this line are located directly north of De Longpre Avenue for the northbound direction, and across from the Project Site on Vine Street directly south of De Longpre Avenue for the southbound direction. In total, seven local Metro (Routes 2, 4, 180, 210, 217, 212, and 222) and three LADOT DASH lines (Hollywood, Beachwood Canyon, and Hollywood/Wilshire) service the area.

f. Parking

Based on LAMC requirements and in accordance with City Ordinance No. 185,480, if developed with restaurants within the bungalows, the Residential Option would be required to provide 689 vehicle parking spaces (568 residential and 121 commercial) vehicle parking spaces. If developed with 12 residential units within the bungalows, the Residential Option would be required to provide a minimum of 673 vehicle parking spaces (568 residential and 105 commercial/retail vehicle parking spaces). In addition, the Residential Option with bungalows reused as restaurants would be required to provide 269 bicycle parking spaces (53 short-term and 216 long-term), and the Residential Option with bungalows reused as residential units would be required to provide 261 bicycle parking spaces (49 short-term and 212 long-term) outdoors and within a secure subterranean area.

The Residential Option would comply with the above requirements by providing a total of 764 vehicle parking spaces (598 residential and 166 commercial vehicle parking spaces) within the four subterranean levels and 269 bicycle parking spaces (53 short-term and 216 long-term). Also consistent with City Ordinance No. 185,480 requirements, short-term bike parking spaces would be provided outside the building in close proximity to the building entrances, and the long-term bicycle parking would be provided inside the subterranean parking in secured areas.

If developed with restaurants within the bungalows, the Office Option would be required to provide 969 vehicular parking spaces (927 office and 42 restaurant vehicle parking spaces) and 160 bicycle parking spaces (57 short-term and 103 long-term). This development scenario would comply with requirements by providing 1,693 vehicle parking

spaces (1,651 office and 42 restaurant vehicle parking spaces) and the required 160 bicycle parking spaces (57 short-term and 103 long-term).

If developed with nine residential units within the bungalows, the Office Option would be required to provide 975 vehicular parking spaces (927 office, 24 restaurant, and 18 residential vehicle parking spaces) and 162 bicycle parking spaces (54 short-term and 108 long-term). This development scenario would comply with requirements by providing 1,699 vehicle parking spaces (1,657 office, 24 restaurant, and 18 residential vehicle parking spaces) and the required 162 bicycle parking spaces (54 short-term and 108 long-term).

g. Density, FAR, and Setbacks

Under the Residential Option, with approval of the requested Zone Change, the 55,000-square-foot portion of the Project Site located within the C4 zone would permit a maximum of 275 dwelling units (55,000 sf/200 sf). The 34,500 square-foot R3 zoned portion of the Project Site permits one dwelling unit per 800 square feet of lot area, which would permit 44 dwelling units (34,500 sf/800 sf). Thus, a total of 319 dwelling units would be permitted across the Site.

Pursuant to LAMC Section 12.22-A,25, the Residential Option includes a request for a 35-percent density bonus for a total of 429 dwelling units by providing 11 percent (36 units) of the permitted base density (319 units) for Very Low Income Households. The Residential Option also requests approval of two on menu incentives to: (1) calculate density prior to street dedications pursuant to LAMC Section 12.22-A,25(f)(7); and (2) average density across the Project Site pursuant to LAMC Section 12.22-A,25(f)(8). In addition, in accordance with LAMC Section 12.22-A,25(g)(3), the Residential Option also requests two Waivers of Development Standards: (1) to permit a 50-percent floor area increase within the C4 zoned parcels; and (2) to calculate buildable area prior to street dedications.

The lot area of the R3 zoned portion of the Project Site's buildable area used to calculate floor area is 27,875 square feet, which with a 3:1 FAR would allow 83,625 square feet of floor area. The Project proposes to locate 8,988 square feet of floor area within the R3 zone where the six historic bungalows would be relocated. The lot area of the C4 zoned portion of the Project Site after dedications is 53,175 square feet, and with approval of the proposed Zone and Height District Change, a 6:1 FAR would be allowed. Therefore, the C4 zoned portion of the Project Site would permit 319,050 square feet of floor area. The Residential Option requests a Waiver of Development Standard to permit an approximately 50-percent floor area increase within the C4 zoned parcels to permit 475,433 square feet of floor area within the C4 zone. In addition, the Project requests a

Waiver of Development Standard to calculate buildable area prior to street dedications. Overall, under the Residential Option, the total proposed FAR for the Project Site is 5.4:1.¹¹

The proposed frontage within the proposed C4 zone portion abutting Vine Street, Afton Place, and De Longpre Avenue require no setbacks. For the Residential Option, the relocated bungalows would observe the required 5-foot side yard setback along Afton Place and De Longpre Avenue, and a 15-foot rear yard along the eastern property line. As discussed below, pursuant to LAMC Section 12.32-R, a building line removal is requested to remove the 10-foot building line along Vine Street.

If the Office Option is developed with restaurants within the rehabilitated bungalows, a Zone Change and Height District Change to C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center to create a unified Regional Center land use designation on the Project Site. As the development would not propose residential units, there would be no residential density.

If the Office Option is developed with nine residential dwelling units within the rehabilitated bungalows, the development would still require approval of a Zone Change and Height District Change to C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center. With approval of the Zone Change and General Plan Amendment, a maximum of 405 dwelling units could be permitted on the Project Site (one unit per 200 square feet of lot area), but the [Q] conditions would limit residential density to nine units.

The Office Option would require approval of a Zone Change and Height District Change to C4-2 and a General Plan Amendment for the five easterly parcels to Regional Center to create a unified Regional Center land use designation on the Project Site. With approval of the Zone Change and General Plan Amendment, a maximum FAR of 6:1 would be permitted on the Project Site. Based on the Buildable Area of 81,050 square feet (same as lot area in the C4 zone), a maximum of 486,300 square feet of floor area would be permitted. The Office Option proposes 484,423 square feet of floor area, which would be permitted with approval of the Zone Change and General Plan Amendment.

If the Office Option is developed with restaurants within the rehabilitated bungalows, then no setbacks would be required for the commercial development in the C4 zone. If the Office Option is developed with nine residential dwelling units within the rehabilitated bungalows, setbacks would be required by the R4 zone, which the C4 zone generally applies to residential uses. The relocated bungalows would observe the required 5-foot

¹¹ *This is based on the gross lot area prior to dedications per the on menu density bonus incentive. Without such incentive, the FAR would be 5.98:1 based on a net lot area of 81,050 square feet.*

side yard setback along Afton Place and De Longpre Avenue, and a 15-foot rear yard along the eastern property line. As discussed below, pursuant to LAMC Section 12.32-R, a building line removal is requested to remove the 10-foot building line along Vine Street.

h. Site Security Features

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the building and the 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, which also incorporates various provisions of the California Green Building Standards Code (CALGreen), and the sustainability intent of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) program to meet the standards of LEED Silver® or equivalent green building standards. These include energy conservation, water conservation, waste reduction features, and a pedestrian-friendly and bicycle-friendly site design. 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. The sustainability features to be incorporated into the Project would include, but would not be limited to, high-efficiency plumbing fixtures, water-efficient landscape design, drip and hydro-zoning irrigation systems to promote a reduction of indoor and outdoor water use. The Project would also include energy-efficient lighting technologies and fenestration designed for solar orientation. The Project would exceed Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2019 Building Energy Efficiency Standards requirements.

Pursuant to City of Los Angeles Ordinance 186,485 and Ordinance 186,488, 30 percent of the total parking spaces provided by the Project would be capable of supporting future electric vehicle supply equipment (EVSE). Additionally, 10 percent of spaces are required to have EV charging stations. The Project’s parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations, and these spaces count towards the overall 30 percent requirement. In

accordance with CALGreen requirements, the Project would also ensure that 10 percent of the total roof area of the new building would be solar-ready.

j. Project Construction and Scheduling

Construction of the Project would commence with demolition of the existing commercial structures, the multi-family residential building and surface parking areas and relocation of the six bungalows. This phase would be followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to begin in 2023 and be completed in 2027.

For the Residential Option, the estimated depth of excavation expected for the subterranean parking and building foundations would be up to approximately 45 feet below grade. It is estimated that approximately 142,000 cubic yards of export material (e.g., concrete and asphalt surfaces) and soil would be hauled from the Project Site during the demolition and excavation phase.

For the Office Option, the estimated depth of excavation expected for the 8 levels of subterranean parking and building foundations would be up to approximately 83 feet below grade. It is estimated that approximately 321,060 cubic yards of export material and soil would be hauled.

As part of the Project, a Construction Traffic Management Plan would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan would be subject to LADOT review and approval.

k. Requested Permits and Approvals

The list below includes the anticipated approvals and permits required for the Project under both development options. 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:

(1) Residential Option

- Pursuant to LAMC Section 12.32 Q, a Vesting Zone and Height District Change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4-2 for the remaining nine parcels.

- Pursuant to LAMC Section 12.32 R, a Building Line Removal to remove a 10-foot building line along Vine Street.
- Pursuant to LAMC Section 12.22 A.25, Density Bonus Compliance Review for a 35-percent density bonus with 11 percent or 36 units designated for Very Low Income Households, utilizing Parking Option No. 1 and two on-menu incentives and two Waivers of Development Standards (Off-Menu).
 - Pursuant to LAMC Section 12.22 A.25(f)(7), an On-Menu incentive to calculate density prior to street dedications.
 - Pursuant to LAMC Section 12.22 A.25(f)(8), an On-Menu incentive to average density across the [Q]C4-2-SN and R3-1XL zones.
 - Pursuant to LAMC Section 12.22 A.25(g)(3), a Waiver of Development Standard to permit a 50-percent Floor Area increase within the C4 zoned parcels.
 - Pursuant to LAMC Section 12.22 A.25(g)(3), a Waiver of Development Standard to calculate buildable area prior to street dedications.
- Pursuant to LAMC Section 12.24 W.1, Main Conditional Use Permit to allow one off-site license and one on-site license for the sale of a full line of alcoholic beverages for a grocery store, and three on-site licenses for the sale of a full line of alcoholic beverages within three restaurants.
- Pursuant to LAMC Section 12.24 X.12, a Zoning Administrator's Determination to allow commercial uses within six relocated historic bungalows designated on the California Register within the R3-1XL zone.
- Pursuant to LAMC Section 16.05 C.1, Site Plan Review for up to 429 residential units and up to 68,988 square feet of commercial uses.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the Project Site into three ground lots and for condominium purposes, and pursuant to LAMC Section 17.13, approval of a haul route.
- Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement.
- Any land use approvals that may be required under the Hollywood Redevelopment Plan and the LAMC.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

(2) Office Option

- Pursuant to LAMC Section 11.5.7(b), a General Plan Amendment for the five easterly parcels from Medium Residential to Regional Center.
- Pursuant to LAMC Section 12.32 Q, a Vesting Zone and Height District Change from C4-2D-SN to [Q]C4-2-SN for the four westerly parcels, and from (T)(Q)C2-2D and R4-2D and R3-1XL to [Q]C4-2 for the remaining nine parcels. The [Q] conditions would, among other things, limit residential density to nine units, residential floor area to 8,988 square feet, and residential height to 20 feet.
- Pursuant to LAMC Section 12.32 R, a Building Line Removal to remove a 10-foot building line along Vine Street.
- Pursuant to LAMC Section 12.24 W.1, Main Conditional Use Permit to allow for the sale of a full line of alcoholic beverages.
- Pursuant to LAMC Section 16.05 C.1, Site Plan Review for more than 50,000 square feet of commercial uses.
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the merger and resubdivision of the Project into three ground lots and for condominium purposes, and pursuant to LAMC Section 17.13, approval of a haul route.
- Any land use approvals that may be required under the Hollywood Redevelopment Plan and the LAMC, including approval to exceed the Plan's 4.5:1 FAR limit for the Regional Center Commercial.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

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 aesthetics, air quality, historical resources, hazards and hazardous materials, land use, noise, population and housing, and transportation/traffic. 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 construction noise (Project-level and cumulative); on-site construction vibration pursuant to the

threshold for human annoyance (Project-level only); off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative); and off-site operational noise (Project-level and cumulative—Office Option).

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 22, 2017, for a 30-day review period. The City also carried out a public scoping meeting for the Project on July 7, 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-22 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- and off-site vibration during construction (pursuant to the threshold for human annoyance) along with off-site operational noise (Office Option). In addition, as evaluated in Section IV.H, Noise, of this Draft EIR, cumulative impacts with respect to on-site construction noise; off-site construction vibration pursuant to the threshold for human annoyance; along with off-site operational noise (Office Option). The impact conclusions in Table I-1 are for both the Residential and Office Option unless otherwise noted.

**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 |
| <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>Historic Resources</i> | Less Than Significant |
| <i>Archaeological Resources</i> | Less Than Significant |
| <i>Human Remains</i> | Less Than Significant |
| 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. GEOLOGY AND SOILS | |
| <i>Geologic Hazards</i> | Less Than Significant |
| <i>Paleontological Resources</i> | Less Than Significant |
| E. GREENHOUSE GAS EMISSIONS | |
| <i>GHG Emissions</i> | Less Than Significant |
| <i>Conflict with GHG Reduction Plans/Policies/Regulations</i> | Less Than Significant |
| F. HYDROLOGY AND WATER QUALITY | |
| <i>Hydrology</i> | Less Than Significant |
| <i>Water Quality</i> | Less Than Significant |
| E. LAND USE AND PLANNING | |
| <i>Physical Division of a Community</i> | Less Than Significant |
| <i>Conflict with Land Use Plans</i> | Less Than Significant |
| F. NOISE | |
| <i>Construction</i> | |
| <i>On-Site Noise</i> | Significant and Unavoidable |
| <i>Off-Site Noise</i> | Less Than Significant |
| <i>On-Site Vibration (Building Damage)</i> | Less Than Significant |
| <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> | Significant and Unavoidable |

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

| Environmental Topic | Project Impact Determination |
|--|---|
| <i>Operation</i> | |
| <i>On-Site Noise</i> | Less Than Significant |
| <i>Off-Site Noise</i> | Less Than Significant (Residential Option) Significant and Unavoidable (Office Option) |
| G. PUBLIC SERVICES | |
| <i>Fire Protection</i> | |
| <i>Construction</i> | Less Than Significant |
| <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 |
| H. 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 (Residential Option) Less Than Significant with Mitigation (Office Option) |
| <i>Emergency Access</i> | Less Than Significant |
| I. TRIBAL CULTURAL RESOURCES | |
| <i>Tribal Cultural Resources</i> | Less Than Significant |
| J. 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 |

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

| Environmental Topic | Project Impact Determination |
|--|------------------------------|
| <i>Operation</i> | Less Than Significant |
| <i>Energy Infrastructure</i> | |
| <i>Construction</i> | Less Than Significant |
| <i>Operation</i> | Less Than Significant |
| <hr/> <i>Source: Eyestone Environmental, 2022.</i> | |

10. Project Design Features

a. Cultural Resources

Project Design Feature CUL-PDF-1: A Preservation Plan will be prepared documenting the relocation and rehabilitation of the six bungalows in accordance with the Secretary of Interior's Standards for Rehabilitation. Specifically, the Preservation Plan will document through a combination of photographs and drawings those features such as concrete porches and brick chimneys that will be demolished and reconstructed after the bungalows are returned to the Project Site. The Preservation Plan will include guidelines for disassembling the bungalows (in the event they cannot be moved intact) and protecting them from vandalism while they are being stored off the Project Site. Interim protection measures may also include weatherproofing and treating active insect infestation. The Preservation Plan will address the possibility that the bungalows could be repurposed for restaurant uses or as residential units. In addition, the Preservation Plan will address a construction monitoring program to ensure all of the aforementioned are carried out in accordance with the Secretary of the Interior's Standards for Rehabilitation. The Applicant will be required to retain a professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with five years of demonstrated experience in rehabilitation planning, design and construction of the Project as it relates to the bungalows. Construction monitoring will include a meeting with the contractor prior to the relocation of the bungalows to discuss minimizing collateral damage, and at regular intervals during construction, including but not be necessarily limited to 50 percent, 90 percent, and 100 percent construction. Memoranda will be prepared to summarize findings, make recommendations as necessary, and document construction with digital photographs as necessary but not necessarily limited to

50 percent, 90 percent, and 100 percent construction. The memoranda will be submitted to the Office of Historic Resources for concurrence.

Project Design Feature CUL-PDF-2: As one of the storefronts of the 1356 Vine Street building was once the home of Billy Berg's legendary jazz nightclub, an interpretive program will be prepared to increase general public and patron appreciation for the important role the nightclub played in the history of jazz.

b. Greenhouse Gas Emissions

Project Design Feature GHG-PDF-1: Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver® or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED Silver® equivalence will include the following:

- a. Use of Energy Star-labeled products and appliances.
- b. 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.
- c. Water-efficient plantings with drought-tolerant species;
- d. Fenestration designed for solar orientation; and
- e. Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

Project Design Feature GHG-PDF-1: The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

c. Noise

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

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 65 dBA [L_{eq} (1-hour)] at a distance of 25 feet from the face of the amplified speaker sound systems at the Ground Level and 90 dBA [L_{eq} (1-hour)] at the Level 10 deck (Residential Option) and Level 17 deck (Office Option). A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

Project Design Feature NOI-PDF-5: All loading docks shall be screened from off-site noise-sensitive receptors.

Project Design Feature NOI-PDF-6: An 8-foot high solid (non-porous) property wall shall be constructed along the Project eastern property line.

d. Public Services—Fire Protection

Project Design Feature FIR-PDF-1: Automatic fire sprinkler systems will be installed in the rehabilitated bungalows.

e. Public Services—Police Protection

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

Project Design Feature POL-PDF-2: The Project will include a closed circuit camera system and keycard entry for the residential building and the residential parking areas.

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.

Project Design Feature POL-PDF-7: Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD Hollywood Division's

Commanding Officer that includes access routes and any additional information that might facilitate police response.

f. Transportation

Project Design Feature TR-PDF-1: At the exit of the subterranean parking garage, the Project will implement blind spot mirrors to improve driver visibility and warning sounds/lights to alert pedestrians of approaching vehicles.

Project Design Feature TR-PDF-2: Prior to the start of construction, the Project Applicant will prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- Provide off-site truck staging in a permitted area furnished by the construction truck contractor;
- Truck access to the Project Site will be off Vine Street;
- Establish requirements for loading/unloading and storage of materials on the Project Site where parking spaces would be encumbered;
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods;
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no construction worker parking is permitted on residential streets;
- During construction activities when construction worker parking cannot be accommodated on the Project Site, the pan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction;
- Worksite Traffic Control Plan(s), approved by LADOT, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;

- Maintain access for the surrounding uses in proximity to the Project Site during construction and post a hotline in several areas around the Site to enable the public to call and report non-compliance with the Construction Traffic Management Plan;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.

Project Design Feature TR-PDF-3: The Applicant will work with the City of Los Angeles, Council District 13, and neighborhood residents living on Afton Place and De Longpre Avenue between Vine Street and El Centro Avenue to fund the development and implementation of a traffic calming plan to minimize cut-through traffic on these streets. Traffic calming measures could involve physical measures such as changes in street alignment, installation of barriers, speed humps, speed tables, raised crosswalks, chicanes, chokers, and street closures and/or operational measures such as turn restrictions, speed limits, and installation of stop signs, as approved by LADOT. The total cost of such measures shall not exceed \$100,000. The Applicant shall install such measures, as approved by LADOT Hollywood/Wilshire District Office, within 5 years of final Project approval.

g. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in addition to those required by codes and ordinances for the entire Project:

- High Efficiency Toilets for residential units with a flush volume of 1.0 gallon per flush.
- Showerheads with flow rate of 1.5 gallons per minute, or less.
- Domestic Water Heating System located in close proximity to point(s) of use.
- Individual metering and billing for water use for commercial space will be used.
- Drip/ Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought Tolerant Plants—72 percent of total landscaping.
- Installation of a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.

- Leak Detection System for swimming pools and jacuzzi.
- Pool splash troughs around the perimeter that drain back into the pool.
- Pool/spa recirculating filtration equipment.
- Reuse of pool backwash water for irrigation.
- Water-Saving Pool Filter

h. Utilities and Service Systems—Wastewater

Project Design Feature WAS-PDF-1: During operation of the Project, if the proposed swimming pool is to be drained, the draining will occur over a minimum span of two days.

11. Mitigation Measures

a. 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 southern property line of the Project Site between the construction areas and residential use on Afton Place south of the Project Site (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.
- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the northern property line of the Project Site between the construction areas and the residential use and the Southern California Hospital on De Longpre Avenue northeast of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the two existing historic single-family residential buildings adjacent

to the Project Site to the east 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 the buildings 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 0.1 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the warning level.

In the event the warning level (0.1 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 (0.12 PPV) is triggered, the contractor shall halt construction activities in the vicinity of the buildings and visually inspect the buildings for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

b. Transportation

Mitigation Measure TR-MM-1: Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

12. Summary of Alternatives

This Draft EIR examined seven alternatives to the Project in detail (three alternatives for the Residential Option and four alternatives under the Office Option), which include the No Project/No Build Alternative, Residential Option Alternative 2: Reduced Density and FAR (25%) Alternative; Residential Option Alternative 3: Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative; Office Option Alternative 2: Reduced Density and FAR (25%) Alternative; Office Option Alternative 3: Development in Accordance with Existing Zoning Alternative; and Office Option Alternative 4: Development in Accordance with Hollywood Community Plan Update 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 17,100-square-foot post-production facility, a 8,044-square-foot commercial building, six bungalows that comprise approximately 8,988 square feet of floor area, an eight-unit multi-family residential building comprised of approximately 7,700 square feet, surface parking, and ancillary buildings. Because no new development is proposed, no new construction would occur.

b. Residential Option Alternative 2: Reduced Development and FAR (25%) Alternative

Under this Alternative, the Project involve the development of a high-rise, 24-story mixed-use building, consisting of 322 residential units, a 41,250-square-foot grocery store, 3,750 square feet of retail uses, and 6,741 square feet of restaurant uses. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. In accordance with LAMC requirements, Residential Option Alternative 2 would provide 36,625 square feet of open space. To accommodate Residential Option Alternative 2, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Residential Option Alternative 2 would comprise approximately 363,316 square feet of floor area for a total floor area ratio (FAR) of 4.48:1, and the footprint would be smaller than that of the Project. Additionally, at a height of 273 feet, the new building would be shorter than the Project’s Residential Option (i.e., 360 feet 4 inches). In accordance with LAMC requirements, Residential Option Alternative 2 would require and provide 517 vehicle parking spaces within three subterranean levels. Specifically, 426 vehicle parking spaces would be required and provided for residential uses, and 91 vehicle parking spaces would be required and provided for commercial uses. In accordance with LAMC requirements and City Ordinance No. 185,480, Residential Option Alternative 2 would require and provide a total of 224 bicycle parking spaces. Specifically, 172 bicycle parking

spaces would be required and provided for residential uses, and 52 bicycle parking spaces would be required and provided for commercial uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and one less subterranean level). Additionally, as with the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. As with the Project, the Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

c. Residential Option Alternative 3: Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative

Under this Alternative, the Project Site would be developed consistent with both the existing zoning designations for the Project Site (i.e., C4-2D-SN, (T)(Q) C2-2D, R4-2D, and R3-1XL) and the proposed zoning under the Hollywood Community Plan Update and would utilize the Transit Oriented Communities (TOC) Affordable Housing Incentive Tier 3 Program. Where the zoning or Hollywood Community Plan Update is more restrictive than the other (e.g., with respect to density or FAR), the more restrictive standards have been applied. Specifically, Residential Option Alternative 3 would involve the development of a high-rise, 8-story mixed-use building, consisting of 422 residential units, 40,000 square feet of grocery store uses, and 3,000 square feet of retail or restaurant uses. In accordance with TOC Tier 3 guidelines, Residential Option Alternative 3 would designate 14 percent of the residential units (i.e., 60 units) as Very Low Income affordable units. This new building would be located within the western portion of the Project Site, which includes the eight lots zoned as C4-2D-SN, (T)(Q)C2-2D, and R4-2D. In addition, similar to the Project, Residential Option Alternative 3 would relocate the six historic bungalows to the eastern portion of the Project Site. In accordance with LAMC requirements and allowances for TOC Tier 3 developments, Residential Option Alternative 3 would provide 32,833 square feet of open space. To accommodate Residential Option Alternative 3, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Residential Option Alternative 3 would comprise approximately 345,938 square feet of floor area with a floor area ratio of 3.86:1 FAR, and the footprint of Residential Option Alternative 3 would be smaller than that of the Project. Additionally, at a height of 113 feet, the new building proposed by Residential Option Alternative 3 would be shorter than the Project's Residential Option (i.e., 360 feet 4 inches). In accordance with LAMC requirements, Residential Option Alternative 3 would require and provide 275 vehicle parking spaces within two subterranean levels. Specifically, 214 vehicle parking spaces would be required and provided for residential uses, and 61 vehicle parking spaces would be required and provided for commercial uses after accounting for a reduction in accordance with TOC Tier 3 development standards. In accordance with LAMC requirements and City Ordinance No. 185,480, Residential Option Alternative 3 would require and provide a total of 244 bicycle parking spaces. Specifically, 201 bicycle parking spaces would be required and provided for residential uses, and 44 bicycle parking spaces would be required and provided for commercial uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and two fewer subterranean levels). Additionally, as with the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. As with the Project, the Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

d. Office Option Alternative 2: Reduced Density and FAR (25%) Alternative

Office Option Alternative 2, the Reduced Development and FAR (25%) office alternative, would reduce the density and FAR of the Project's Office Option by 25 percent. Specifically, Office Option Alternative 2 would involve the development of a high-rise, 14-story mixed-use building, consisting of approximately 347,153 square feet of office uses and 6,000 square feet of restaurant uses. The six bungalows comprising 8,988 square feet would be rehabilitated and adapted for reuse as nine residential units. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. Office Option Alternative 2 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 2, the existing low-rise commercial building,

eight unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 2 would comprise approximately 362,141 square feet of floor area for an FAR of 4.47:1 and the footprint would be smaller than that of the Project. Additionally, at a height of 250 feet, the new building would be shorter than the Project's Office Option (i.e., 303 feet). In accordance with LAMC requirements, Office Option Alternative 2 would require and provide 725 vehicle parking spaces within seven subterranean levels. Specifically, 18 vehicle parking spaces would be required and provided for residential uses, and 707 vehicle parking spaces would be required and provided for commercial uses. In accordance with LAMC requirements and City Ordinance No. 185,480, Office Option Alternative 2 would require and provide a total of 111 bicycle parking spaces for commercial uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and one less subterranean level). Additionally, as with the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. As with the Project, the Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

e. Office Option Alternative 3: Development in Accordance with Existing Zoning Alternative

Office Option Alternative 3 would be developed consistent with the existing zoning designations for the Project Site (i.e., C4-2D-SN, (T)(Q) C2-2D, R4-2D, and R3 1XL). Specifically, Office Option Alternative 3 would involve the development of a low-rise, three-story building with 55,000 square feet of office uses. This new building would be located within the western portion of the Project Site, which includes the eight lots zoned as C4-2D-SN, (T)(Q)C2-2D, and R4-2D. The six bungalows comprising 8,988 square feet would be rehabilitated and adapted for reuse as nine residential units. Similar to the Project, this new building would be located within the western portion of the Project Site, and the six historic bungalows on-site would be relocated to the eastern portion of the Project Site. Office Option Alternative 3 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 3, the existing low-rise commercial building, eight-

unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 3 would comprise 63,988 square feet of floor area with a floor area ratio of 2:1 FAR, and the footprint of Office Option Alternative 3 would be smaller than that of the Project. Additionally, at a height of 45 feet, the new building proposed by Office Option Alternative 3 would be shorter than the Project's Office Option (i.e., 303 feet). In accordance with LAMC requirements, Office Option Alternative 3 would require and provide 128 vehicle parking spaces within an above-grade structure, consisting of 110 vehicle parking spaces for the proposed commercial uses and 18 vehicle parking spaces for the proposed residential uses. In accordance with LAMC requirements and City Ordinance No. 185,480, Office Option Alternative 3 would require and provide a total of 41 bicycle parking spaces, consisting of 27 bicycle parking spaces for the proposed commercial uses and 14 bicycle parking spaces for the proposed residential uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter building, and no subterranean levels). Additionally, as with the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. As with the Project, the Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

This alternative would implement a basic building design consistent with low-rise office buildings in the area. Signage, lighting, vehicular, and pedestrian access, and sustainability features would be similar to those proposed for the Project.

f. Office Option Alternative 4: Development in Accordance with Hollywood Community Plan Update Alternative

Office Option Alternative 4 would be developed consistent with the proposed zoning under the Hollywood Community Plan Update. Specifically, the four western lots currently zoned as C4-2D-SN would be rezoned as C4-2D-SN-CPIO. One lot currently zoned (T)(Q)C2-2D would be rezoned as [Q]C2-2D-CPIO. Three lots currently zoned as R4-2D would be rezoned as R4-1D-CPIO. Five lots currently zoned as R3-1XL would be rezoned to R3-1XL-CPIO. Office Option Alternative 4 would involve the development of a mid-rise, six-story mixed-use building, consisting of 151,490 square feet of office uses and 13,562 square feet of ground floor restaurant uses. The six bungalows comprising 8,988 square feet would be reused as nine residential units. In addition, similar to the Project,

Office Option Alternative 4 would relocate the six historic bungalows to the eastern portion of the Project Site. Office Option Alternative 4 would provide 2,100 square feet of open space. To accommodate Office Option Alternative 4, the existing low-rise commercial building, eight-unit multi-family building, and ancillary buildings adjacent to the bungalows would be removed.

Overall, Office Option Alternative 4 would comprise 174,040 square feet of floor area with an FAR of 2.15:1, and the footprint of Office Option Alternative 4 would be less than that of the Project. Additionally, at a height of 95 feet, the new building proposed by Office Option Alternative 4 would be shorter than both Project options (i.e., 360 feet 4 inches and 303 feet, respectively). In accordance with LAMC requirements, Office Option Alternative 4 would require and provide 349 vehicle parking spaces within two subterranean levels. Specifically, 331 vehicle parking spaces would be required and provided for commercial uses, and 18 vehicle parking spaces would be required and provided for the residential uses. In accordance with LAMC requirements and City Ordinance No. 185,480, Office Option Alternative 4 would require and provide a total of 71 bicycle parking spaces. Specifically, 10 bicycle parking spaces would be required and provided for residential uses, and 61 bicycle parking spaces would be required and provided for commercial uses.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this alternative (e.g., smaller project, shorter tower, and fewer subterranean levels). Additionally, as with the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. As with the Project, the Construction Traffic Management Plan and Truck Haul Route Program would be subject to LADOT review and approval.

This alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, and sustainability features as those proposed for the Project.

g. 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; Residential Option Reduced Density and FAR (25%) Alternative; Residential Option Development in Accordance with Existing Zoning and Hollywood Community Plan Update Alternative; Office Option Reduced Density and FAR (25%) Alternative; Office Option Development in Accordance with Existing Zoning Alternative; and Office Option Development in Accordance with Hollywood Community Plan Update 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.

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 Residential Option Alternative 3 would be the Environmentally Superior Alternative to the Project’s Residential Option, and Office Option Alternative 3 would be the Environmentally Superior Alternative to the Project’s Office Option. Office Option Alternative 3 would also be the overall Environmentally Superior Alternative.

(1) Environmentally Superior Residential Option: Residential Option Alternative 3

Residential Option Alternative 3, the Development in Accordance with Existing Zoning and Hollywood Community Update Alternative, would not eliminate the Project’s Residential Option’s significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level only); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). All other impacts would be less than or similar to the Project’s Residential Option. Residential Option Alternative 3 would be the Environmentally Superior Alternative to the Project’s Residential Option because it includes

fewer subterranean levels and results in fewer daily vehicle trips than both the Project's Residential Option and Residential Option Alternative 2.

Residential Option Alternative 3 would develop the same mix of uses as the Project's Residential Option, but at a slightly reduced density to conform to existing zoning and the Hollywood Community Plan Update. As such, Residential Option Alternative 3 would meet the Project's Residential Option's underlying purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides new multi-family housing opportunities (including Very Low Income housing units), neighborhood serving commercial retail/restaurant uses, and a grocery store to a lesser extent than the Project's Residential Option. Residential Option Alternative 3 would meet most the Project's Residential Option's objectives to a lesser extent than the Project, including the following:

- Consistent with the policies set forth in the City's General Plan Housing Element, provide multi-family housing units to support the much-needed demand for housing including affordable housing;
- Locate residential and commercial uses in close proximity to transit stations, along transit corridors, and within high activity areas, which promotes sustainability and reduces Vehicle Miles Traveled (VMT), with associated reductions in air quality and greenhouse gas emissions;
- Redevelop an under-utilized infill site while providing for the adaptive reuse of the historic bungalows on-site;
- Promote local and regional mobility objectives by providing a high-density mixed-use development comprising residential and neighborhood-serving commercial uses along the Vine Street commercial corner and in close proximity to public transportation;
- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, 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;
- Create economic vitality in the community through the provision of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Residential Option Alternative 3 would, however, meet the following objective to the same extent as the Project's Residential Option:

- Promote sustainable development by incorporating “Green” principles including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.

(2) Environmentally Superior Office Alternative: Office Option Alternative 3

Office Option Alternative 3, the Development in Accordance with Existing Zoning Alternative, is the Environmentally Superior Alternative to the Project’s Office Option, as well as the overall Environmentally Superior Alternative. Office Option Alternative 3 would not eliminate the Project’s Residential Option’s significant and unavoidable impacts associated with on-site construction noise (Project-level and cumulative); on-site construction vibration (Project-level); and off-site construction vibration pursuant to the threshold for human annoyance (Project-level and cumulative). It would, however, avoid the Office Option’s significant and unavoidable impact associated with off-site operational noise (Project-level and cumulative). All other impacts would be less than or similar to the Project’s Office Option. Office Option Alternative 3 would be the Environmentally Superior Alternative to the Project’s Office Option because no subterranean levels are proposed and it would result in fewer daily trips than either the Project’s Office Option, Office Option Alternative 2, or Office Option Alternative 4.

Office Option Alternative 3 would develop office uses at the Project Site like the Project’s Office Option, but at a reduced density to conform with the Project Site’s existing zoning. This alternative would also not develop ground floor restaurant uses like the Project’s Office Option. As such, Office Option Alternative 3 would partially meet the Project’s Office Option’s purpose to revitalize the infill Project Site by developing an integrated high-density mixed-use development that provides a mixed-used development with office space, restaurant uses, and potential multi-family housing opportunities, all of which serve the community and promote walkability, although it would not provide restaurant uses. Also, Office Option Alternative 3 would not be truly mixed-use, other than it would include office development and restore the existing on-site bungalows back to their previous residential use. Office Option Alternative 3 would meet most the Project’s Office Option’s objectives to a lesser extent than the Project, including the following:

- Locate commercial uses in close proximity to transit stations, along transit corridors, and within high-activity areas, which promotes sustainability and reduces VMT, with associated reductions in air quality and greenhouse gas emissions;
- To create economic vitality in the community through the creation of construction jobs, and permanent full-time on-site jobs and the generation of revenues to the City in the form of additional sales, business license, and property taxes.

Also, Office Option Alternative 3 would not meet the following Project Office Option objectives:

- Promote local and regional mobility objectives by providing a high-density development comprising office and neighborhood-serving restaurant uses along the Vine Street commercial corner and in close proximity to public transportation.
- Consistent with the City's Walkability Checklist and Citywide Design Guidelines, 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 restaurant uses.

Office Option Alternative 3 would, however, meet the following objectives to the same extent as the Project's Office Option:

- Redevelop an underutilized infill site while providing for the adaptive reuse of the historic bungalows on-site;
- Promote sustainable development by incorporating "Green" principles including energy-efficient buildings, a pedestrian- and bicycle-friendly site design, water conservation features, and waste reduction features.