I. Executive Summary

I. Executive Summary

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 Artisan Hollywood 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, a general description of areas of controversy, a description of the public review process for this Draft EIR, a list of the project design features and mitigation measures to be implemented as part of the Project, 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 Section 15123(a) and 15362 of the CEQA Guidelines, 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. 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 Section 15161 of the CEQA Guidelines. Furthermore, this Draft EIR complies with Section 15064 of the CEQA Guidelines 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 Section 15128 of the CEQA Guidelines, 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, responsible agencies, and other interested parties on November 20, 2020 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. Through the Initial Study process, the City determined that there was the potential for significant impacts in the following environmental issue areas:

- Air Quality
- Cultural Resources
- Energy
- Geology and Soils (Paleontological Resources)
- Greenhouse Gas Emissions
- Land Use
- Noise
- Public Services (including fire protection, police protection, libraries, and parks and recreation)
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems (including water supply and infrastructure, wastewater, and energy infrastructure)

The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to aesthetics (pursuant to Senate Bill (SB) 743); agriculture and forestry resources; objectionable odors; biological resources; geology resources (fault rupture, strong seismic ground shaking, liquefaction, landslides, soil erosion, lateral spreading, subsidence, collapse, expansive soils, and soils incapable of supporting septic tanks); hazards and hazardous materials; hydrology and water quality; physical division of an established community; mineral resources; airport and airstrip noise; population and housing; schools; emergency access; stormwater drainage facilities; telecommunications facilities; solid waste; and wildfire. Therefore, these areas were not further analyzed in this Draft EIR. The Initial Study demonstrating that no significant impacts would occur for these issue areas is included in Appendix A of this Draft EIR. In

addition, subsequent to the publication of the Initial Study, it was determined that, in order to conservatively analyze the potential impacts of the Project, future occupancy of 4,000 square feet of floor area at the Project Site that has been vacant since prior to 2018 should be considered as part of the Project. Thus, a new request for a Wastewater Service Information (WWSI) response was sent to the City of Los Angeles Bureau of Sanitation (LASAN) to account for the entirety of new and newly occupied square footage on the Project Site. Accordingly, impacts associated with wastewater were analyzed in this Draft EIR (see Section IV.K-2, Utilities—Wastewater, of this Draft EIR). In addition, in response to a comment letter from the California Department of Fish and Wildlife (CDFW) received during the Notice of Preparation (NOP) process, further evaluation of the Project's potential impacts to bats during construction of the Project was conducted and is included in Section VI, Other CEQA Considerations, of 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, the focus of the Draft EIR and effects found not to be significant, the organization of the Draft EIR, Project summary, areas of controversy and issues to be resolved, public review process, summary of alternatives, and a summary of environmental impacts and mitigation measures.

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, mitigation measures (where necessary), and conclusions regarding the level of significance after mitigation for each of the following environmental issues: air quality; cultural resources; energy; geology and soils (paleontological resources); greenhouse gas (GHG) emissions; land use; noise; public services (fire protection, police protection, libraries, and parks and recreation); 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; Reduced Density Alternative; and Office 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, Notice of Preparation (NOP), and NOP Comment Letters
  - Appendix A.1: Initial Study
  - Appendix A.2: Notice of Preparation (NOP)
  - Appendix A.3: NOP Comment Letters
- Appendix B: Air Quality and Greenhouse Gas Emissions Worksheets
- Appendix C: Historical Resources Technical Report
- Appendix D: Energy Worksheets
- Appendix E: Paleontological Records Search
- Appendix F: Land Use Consistency Tables
- Appendix G: Noise Calculation Worksheets

- Appendix H: Public Service Response Letters
  - Appendix H.1: Los Angeles Fire Department, Written Correspondence
  - Appendix H.2: Los Angeles Police Department, Written Correspondence
  - Appendix H.3: Los Angeles Public Libraries, Written Correspondence
  - Appendix H.4: Los Angeles Department of Recreation, Written Correspondence
- Appendix I: Transportation
  - Appendix I.1: Transportation Assessment
  - Appendix I.2: Transportation Assessment Addendum
  - Appendix I.3: Los Angeles Department of Transportation Assessment Letter
  - Appendix I.4: Approved Haul Route
  - Appendix I.5: Transportation Analysis of Project Alternatives
- Appendix J: Tribal Cultural Resources
  - Appendix J.1: Tribal Cultural Resources Report
  - Appendix J.2: AB 52 Consultation Documentation
- Appendix K: Utilities and Service Systems
  - Appendix K.1: Utility Infrastructure Technical Report—Water
  - Appendix K.2: Utility Infrastructure Technical Report—Wastewater
  - Appendix K.3: Utility Infrastructure Technical Report—Energy Infrastructure
- Appendix L: Bat Habitat Assessment
- Appendix M: Tree Inventory Report

4. Existing Project Site Conditions

The Project Site is located at 1520-1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue, Los Angeles, California, Hollywood Community Plan Area.

The 1.55-acre Project Site is currently occupied by a surface parking area located in the northeast portion of the Project Site (Development Area) and six one- and two-story commercial structures located in the southern and western portions of the Project Site. The existing surface parking area includes approximately 84 parking spaces with vehicular access provided via a two-way driveway on Selma Avenue. The existing commercial structures contain approximately 33,828 square feet of floor area, providing a variety of retail, restaurant, and service uses, with pedestrian access to the various uses provided along Ivar Avenue, Cahuenga Boulevard, and Selma Avenue. Approximately 4,000 square feet of the existing commercial buildings has been vacant since prior to 2018 but is anticipated to be occupied in the future with high-turnover restaurant uses. The Project Site is relatively flat with limited ornamental landscaping.

The Project Site has a General Plan land use designation of Regional Center Commercial and is zoned C4-2D (Commercial, Height District 2 with D limitations) for the northeastern portion of the Project Site, which contains the majority of the Development Area, and C4-2D-SN (Commercial, Height District 2 with D limitations, Sign District) for the southern and western portions of the Project Site, which contain the existing commercial uses to remain. The Project Site is also located within the Hollywood Redevelopment Plan area, a Tier 3 Transit Oriented Community (TOC) area, a Transit Priority Area (TPA), the former Los Angeles State Enterprise Zone, and the Hollywood Entertainment District Business Improvement District.

5. Description of the Proposed Project

The Project proposes to develop a new 25-story mixed-use building comprised of 270 residential dwelling units (including 27 units restricted to Extremely Low Income households) and 6,790 square feet of ground floor commercial space, including restaurant, and retail uses. The height of the proposed building would be approximately 268 feet to the top of the parapet, with additional projections (e.g., stairwell and elevator penthouses and mechanical enclosures) reaching a maximum height of 286 feet. The Project would replace the surface parking area within the northeast portion of the Project Site (Development Area), while the six existing buildings located in the southern and western portions of the Project Site would be retained. Approximately 4,000 square feet of floor area within the existing commercial buildings has been vacant since prior to 2018 but is anticipated to be occupied in the future with high-turnover restaurant uses. When including the existing buildings to be retained, the Project would result in 300,996 square feet of floor area with a maximum Floor Area Ratio (FAR) of up to 4.5:1. The uses within the Project Site would be supported by up to 320 vehicle parking spaces located in two above-ground and four subterranean parking levels, and 166 bicycle parking spaces. The subterranean parking levels would require an estimated maximum depth of excavation of 50 feet below grade, resulting in the export of up to 69,333 cubic yards of soil. The Project would also include approximately 30,918 square feet of open space and recreational amenities.

Refer to Section II. Project Description of this Draft EIR for a detailed description of the Project and the requested permits and approvals.

6. Areas of Controversy

Based on the NOP comment letters provided in Appendix A of this Draft EIR, issues known to be of concern include, but are not limited to, Project impacts associated with air quality, biological resources, noise, transportation (construction), and tribal cultural resources. Refer to Appendix A of this Draft EIR for copies of the NOP comment letters.

7. Public Review Process

The City prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on November 20, 2020 for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A 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.

8. Summary of Environmental Impacts

Table I-1 on page I-8 provides a summary of the environmental impacts of the Project evaluated in this Draft EIR. Based on the analysis in Section IV, Environmental Impact Analysis, of this Draft EIR, implementation of the Project would result in significant and unavoidable environmental impacts relative to construction noise and vibration (on-site and off-site construction noise; and on-site and off-site construction vibration impacts related to human annoyance). Cumulative impacts associated with on- and off--site construction noise and vibration impacts associated with off-site construction pursuant to the significance threshold for human annoyance, would also be significant and unavoidable.

Table I-1
Summary of Impacts Under the Project

Environmental Issue	Proposed Project Impact
A. AIR QUALITY	
Construction	
Regional Emissions	Less Than Significant
Localized Emissions	Less Than Significant
Toxic Air Contaminants	Less Than Significant
Operation	
Regional Emissions	Less Than Significant
Localized Emissions	Less Than Significant
Toxic Air Contaminants	Less Than Significant
B. CULTURAL RESOURCES	
Historical Resources	Less Than Significant
Archaeological Resources	Less Than Significant
C. ENERGY	
Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources	
Construction	Less Than Significant
Operation	Less Than Significant
Conflict with Plans for Renewable Energy or Energy Efficiency	Less Than Significant
D. GEOLOGY AND SOILS—Paleontological Resources	Less Than Significant With Mitigation
E. GREENHOUSE GAS EMISSIONS	Less Than Significant
F. LAND USE	Less Than Significant
G. NOISE	
Construction	
On-Site Noise[1]	Significant and Unavoidable
Off-Site Noise[2]	Significant and Unavoidable
On-Site Vibration (Building Damage)	Less Than Significant With Mitigation
On-Site Vibration (Human Annoyance)	Significant and Unavoidable
Off-Site Vibration (Building Damage)	Less Than Significant
Off-Site Vibration (Human Annoyance)[3]	Significant and Unavoidable

[1] *As discussed in Section IV.G, Noise, of this Draft EIR, cumulative impacts from on-site noise sources during construction would also be significant and unavoidable.*

[2] *As discussed in Section IV.G, Noise, of this Draft EIR, cumulative impacts from off-site noise sources during construction would also be significant and unavoidable.*

[3] *As discussed in Section IV.G, Noise, of this Draft EIR, cumulative impacts from off-site vibration (human annoyance) during construction would also be significant and unavoidable.*

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

Environmental Issue	Proposed Project Impact
Operation	
On-Site Noise	Less Than Significant
Off-Site Noise	Less Than Significant
Vibration	Less Than Significant
H. PUBLIC SERVICES	
Fire Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Police Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Schools	
Construction	Less Than Significant
Operation	Less Than Significant
Parks and Recreation	
Construction	Less Than Significant
Operation	Less Than Significant
Libraries	
Construction	Less Than Significant
Operation	Less Than Significant
I. TRANSPORTATION	
Conflict with Plans	Less Than Significant
Vehicle Miles Traveled	Less Than Significant
Hazardous Design Features	Less Than Significant
Emergency Access	Less Than Significant
J. TRIBAL CULTURAL RESOURCES	Less Than Significant
K. UTILITIES AND SERVICE SYSTEMS	
Water Supply and Infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant
Wastewater	
Construction	Less Than Significant
Operation	Less Than Significant
Energy Infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant

Source: Eyestone Environmental, 2022.

9. Project Design Features

The following project design features would be implemented as part of the Project:

a. Air Quality

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

b. Greenhouse Gas Emissions

GHG-PDF-1: The design of the new building shall incorporate the following sustainability features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Certified or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project achieve LEED® Certification or equivalency shall include, but not be limited to, the following:

- Exceeding 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.
- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.
- HVAC mechanical systems and building lighting shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation shall be utilized in HVAC systems, and refrigerants in HVAC equipment shall have low GHG emission rates. In particular, the HVAC system shall be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.

GHG-PDF-2: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

c. Noise

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

NOI-PDF-2: All outdoor mounted mechanical equipment will be screened from off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight from the equipment to the off-site noise-sensitive receptors.

NOI-PDF-3: Project construction will not include the use of driven (impact) pile systems.

NOI-PDF-4: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 75 dBA ($L_{eq\text{-}1hr}$) at a distance of 15 feet from the amplified speaker sound systems at Level 4 amenity deck, and 80 dBA ($L_{eq\text{-}1hr}$) at a distance of 25 feet from the amplified speaker sound systems at Level 25 roof deck. A qualified noise consultant will provide written documentation that the design of the system complies with this maximum noise level.

d. Public Services—Police Protection

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

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

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

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

POL-PDF-5: The Project will design entrances to, and exits from, the building and open space areas to be open and in view of surrounding areas.

POL-PDF-6: Upon completion of construction 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's Hollywood Division

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

e. Transportation

TR-PDF-1: Pursuant to City of Los Angeles requirements, the Project shall incorporate the following TDM strategies:

- Bicycle Parking: In accordance with LAMC requirements, the Project will provide on-site long-term and short-term bicycle parking facilities to encourage the use of bicycling as an alternative to driving.
- Reduced Parking Supply: The Project Site shall apply parking reduction rates from standard LAMC requirements pursuant to the TOC Guidelines.

TR-PDF-2: Prior to the start of construction, a Construction Traffic Management Plan shall be prepared and submitted 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:

- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by LADOT, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during construction;
- Temporary traffic controls during construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons);
- Parking for construction workers will be provided either on-site or at off-site, off-street locations. Parking shall be prohibited on streets in the vicinity of the Project Site;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences;
- Coordinate with LADOT Parking Meter Division to address loss of metered parking spaces;
- Implement safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as

appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools;

- Schedule construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, to the extent feasible, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools;
- Notify the LAUSD Transportation Branch and the site administrators of nearby LAUSD schools of the expected start and ending dates of construction. In addition, the contractor or their designee shall coordinate with LAUSD site administrators and/or designated representatives to ensure that effective measures are employed to reduce construction-related effects related to existing pedestrian and school bus routes, and school drop off/pick up areas on proximate LAUSD facilities; and
- Identification of a construction manager and provision of a telephone number posted at the site during site preparation, grading, and construction readily visible to any interested party for any inquiries or complaints regarding construction activities.

f. Utilities and Service Systems—Water Supply and Infrastructure

WAT-PDF-1: In addition to regulatory requirements, the Project design shall incorporate the following water conservation features to support water conservation in addition to those measures required by the City's current codes and ordinances:

- High-Efficiency Toilets with a flush volume of 1.0 gallon per flush;
- Showerheads with a flow rate of 1.5 gallons per minute, or less;
- Domestic Water Heating System located in close proximity of point(s) of use;
- Individual metering and billing for water use for commercial space;
- Drip/Subsurface Irrigation (Micro-Irrigation);
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together);
- Drought-Tolerant Plants

10. Mitigation Measures

The following mitigation measures would be implemented as part of the Project:

a. Geology and Soils (Paleontological Resources)

GEO-MM-1: In the event that any prehistoric subsurface cultural resources are encountered at the Project Site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the Applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

b. Noise

NOI-MM-1: Temporary and impermeable sound barriers 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 northern property line of the Project Site between the construction areas and the Triangle Square Apartments (receptor location R1), the Cosmo Lofts (receptor location R6), and the Sound Factory recording studio (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor locations R1 and R7, and 10-dBA noise reduction at the ground level of receptor location R6.
- Along the eastern property line of the Project Site between the construction areas and the Triangle Square Apartments (receptor location R1) and the Los Angeles Film School (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 R1 and 8-dBA noise reduction at the ground level of receptor location R2.

NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a qualified structural engineer to visit the single-story building adjacent to the Project Site to the northwest, to inspect and document (video and/or photographic) the apparent physical condition of the building (i.e., any crack).

Prior to construction, 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 recording and documenting the construction-related ground vibration levels at the single-story commercial building (adjacent to the Project Site) during demolition, shoring and excavation phase, as follows:

a) The vibration monitoring system shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.25 inch/second (PPV) and a regulatory level of 0.3 inch/second (PPV) for the single-story commercial building. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

b) The vibration monitoring program shall be submitted to the Department of Building and Safety, prior to initiating any construction activities.

c) In the event the warning level [0.25 inch/second (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 staggering concurrent activities (if doing so would not pose a safety risk to personnel or damage risk to buildings) and utilizing lower vibratory techniques.

d) In the event the regulatory level [i.e., 0.3 inch/second (PPV)] is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart once the vibration level is re-measured and below the warning level.

e) In the event that the regulatory ground vibration level are exceeded and there is documented evidence including a visual inspection that no damage has occurred, the ground vibration levels can be increased to the criteria for the previous building structural category in increments as follows, subject to review and approval by the City, up to a maximum regulatory ground vibration level of 0.5 inch/second (PPV), or equivalent level.

   - From Category II to Category I [0.30 to 0.50 inch/second (PPV), or equivalent level].

   If the regulatory ground vibration level is increased, the warning level shall also be increased matching the corresponding Category as follows:

   - Category I: 0.45 inch/second (PPV)

f) If new regulatory and warning levels are set pursuant to Item "e" above, they can be exceeded and increased again pursuant to the same requirements in Item "e".

At the conclusion of vibration-causing construction, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to immediately adjacent building and recommendations for repair, as may be necessary.

c. Biological Resources

BIO-MM-1: To avoid and/or minimize potential direct and indirect impacts on bats or other protected species, the following measures shall be implemented:

- Direct Impacts: Prior to tree removal activities, a qualified biologist will survey the on-site trees that are to be removed to determine if bats, roosts, or other protected species are present.
  - If bats are detected roosting in any of the trees to be removed, tree removal work will halt and the bats will be allowed to leave by their own volition before the trees are removed. Tree removal activities shall resume when it has been determined by a qualified biologist that no bats remain in the on-site trees.
  - If other protected species or active nests are detected in any of the trees to be removed, the Project would adhere to all applicable regulations regarding taking and possession of such species, including the California Fish and Game Code, the California Code of Regulations, and the Migratory Bird Treaty Act.
- Indirect Impacts: During tree removal activities, a qualified biologist shall be on-site to ensure that bats or other protected species, if present within the trees located within the public rights-of-way along Selma Avenue and Cahuenga Boulevard adjacent to the Project Site, are not indirectly impacted from adjacent noise and vibration.
  - If bats are detected being flushed from roosts in any of the street trees during tree removal, work will halt and the bats will be allowed to leave by their own volition before additional trees are removed. Tree removal activities shall resume when it has been determined by a qualified biologist that all bats have left the trees.
  - If other protected species or active nests are found to be indirectly impacted by Project construction, the Project would adhere to all applicable regulations regarding taking and possession of such species, including the California Fish and

Game Code, the California Code of Regulations, and the Migratory Bird Treaty Act.

11. Summary of Alternatives

This Draft EIR examined three alternatives to the Project in detail, which include the No Project/No Build Alternative (Alternative 1), the Reduced Density Alternative (Alternative 2), and the Office Alternative (Alternative 3). 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/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states in part that, "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, Alternative 1, the No Project/No Build Alternative, assumes that no new development would occur within the Project Site, and the existing environment would be maintained. Thus, the physical conditions of the Project Site would generally remain as they are today. Specifically, the surface parking lot would remain, as would the six commercial buildings that would be retained under the Project, and no new construction would occur.

The No Project/No Build Alternative would avoid all of the Project's significant and unavoidable environmental impacts with respect to on- and off-site noise during construction and on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance). The No Project/No Build Alternative would also avoid the Project's significant and unavoidable cumulative impacts with respect to on- and off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). In addition, Alternative 1 would avoid the Project's less-than-significant impacts with mitigation, including those related to paleontological resources and on-site vibration during construction (pursuant to the significant threshold for building damage). Impacts associated with the remaining environmental issues would be less than those of the Project.

b. Alternative 2: Reduced Density Alternative

The Reduced Density Alternative (Alternative 2) would include the same types of uses proposed by the Project while reducing the amount of total new residential units and

new commercial floor area by 25 percent. Specifically, Alternative 2 would include 203 residential units and 5,093 square feet of ground-floor commercial uses. As with the Project, Alternative 2 would retain the six existing commercial buildings on the Project Site that have a combined floor area of approximately 33,828 square feet, and the 4,000 square feet of floor area within the existing commercial buildings that has been vacant since prior to 2018 is anticipated to be occupied with high-turnover restaurant uses. Alternative 2 would have a total floor area of 234,205 square feet with an overall FAR of 3.5:1. Alternative 2 would also include 23,189 square feet of open space and 252 vehicle parking spaces provided in two above grade and three below grade levels (with a maximum depth of excavation of 40 feet below grade). The building height would be 209 feet, or 19 stories. The site plan under Alternative 2 would be similar to that of the proposed Project.

As provided in Section V, Alternatives, of this Draft EIR, the Reduced Density Alternative would not eliminate any of the Project's significant and unavoidable impacts. Specifically, the Project's significant and unavoidable impacts related to noise from on-site and off-site construction, and vibration from on-site and off-site construction with respect to human annoyance would remain with the development of Alternative 2. In addition, Alternative 2 would not eliminate the Project's significant and unavoidable cumulative impacts with respect to on- and off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). Alternative 2 would, however, reduce several of the less than significant impacts associated with the Project, including regional and localized emissions during operation, toxic air contaminants (TACs), archaeological resources, energy efficiency, paleontological resources, greenhouse gas emissions, on- and off-site noise during operation, public services, vehicle miles traveled (VMT), and utilities. All other impacts would be similar to the Project.

c. Alternative 3: Reduced Excavation Alternative

The Office Alternative (Alternative 3) would be consistent with the uses permitted on the Project Site by the Framework Element, Hollywood Community Plan, and the LAMC. However, the mix of uses would vary from the Project. Specifically, Alternative 3 would include the development of office uses instead of the residential uses proposed under the Project. Alternative 3 would develop 160,070 square feet of office uses and 6,790 square feet of ground-floor commercial uses. As with the Project, Alternative 3 would retain the six existing commercial buildings on the Project Site that have a combined floor area of approximately 33,828 square feet, and the 4,000 square feet of floor area within the existing commercial buildings that has been vacant since prior to 2018 would still be anticipated to be occupied with high-turnover restaurant uses. Alternative 3 would have a total floor area of 200,688 square feet with an overall FAR of 3:1. Alternative 3 would include 402 vehicle parking spaces in two above grade levels and five below grade levels, with a maximum depth of excavation of 60 feet below grade. The height of building under

Alternative 3 would reach 155 feet, or 10 stories. The site plan under Alternative 3 would be the similar as under the Project.

Alternative 3 would not avoid the Project's significant unavoidable noise and vibration impacts, including those related to on- and off-site noise sources during construction and on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance). Alternative 3 would also not avoid the Project's significant and unavoidable cumulative noise and vibration impacts related to on- and off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). Alternative 3 would increase several of the less than significant impacts as compared to the Project, including regional emissions during operation, archaeological resources, paleontological resources, GHG emissions, and VMT. Alternative 3 would reduce the less than significant impacts related to on-site noise during operation, public services (operation), and utilities (operation) as compared to the Project. All other impacts would be similar to those of the Project.

d. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines 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/No Build 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 evaluated in this section includes Alternative 1 (No Project/No Build Alternative), Alternative 2 (Reduced Density Alternative), and Alternative 3 (Office Alternative).

Of the alternatives analyzed in this Draft EIR, the No Project/No Build Alternative (Alternative 1) would avoid all of the Project's significant environmental impacts.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project/No Build Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Reduced Density Alternative, would be the Environmentally Superior Alternative. As discussed above, although Alternative 2 would not eliminate the Project's significant and unavoidable impacts, Alternative 2 would reduce many of the Project's impacts compared to the remaining alternative. Thus, of the range of alternatives analyzed, Alternative 2, the Reduced Density Alternative, would be the Environmentally Superior Alternative.