



## Artisan Hollywood Project

Environmental Case: ENV-2019-5591-EIR  
State Clearinghouse No. 2020110295

**Project Location:** 1520–1542 North Cahuenga Boulevard, 1523–1549 North Ivar Avenue, and 6350 West Selma Avenue, Hollywood, California 90028

**Community Plan Area:** Hollywood

**Council District:** 13—Soto-Martinez

**Project Description:** The Artisan Hollywood Project (Project) proposes the development of a 25-story building on a 1.55-acre site that would include 270 multi-family residential units (including 27 units restricted for Extremely Low-Income households) and 6,790 square feet of ground floor commercial space. The Project's proposed uses would be supported by 320 vehicle parking spaces in four subterranean parking levels and two above-grade parking levels, as well as 166 bicycle parking spaces. The Project would also include approximately 30,918 square feet of open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping. To accommodate development of the Project, the existing surface parking area located in the northeast portion of the Project Site and the existing ornamental landscaping, including 12 non-protected olive trees, located within the Development Area would be removed. The Project would retain six existing commercial buildings on the Project Site that have a combined floor area of approximately 33,828 square feet. 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. Construction of the Project 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.

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning

**PREPARED BY:**

Eyestone Environmental, LLC

**APPLICANT:**

Artisan Ventures

**August 2023**

# ERRATUM No. 1

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# ERRATUM No. 1

## 1. INTRODUCTION

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This Erratum includes minor modifications to the Environmental Impact Report (EIR) for the Artisan Hollywood Project (Project) in the form of an additional comment letter to the Draft EIR that was inadvertently omitted from the Final EIR. These modifications refine the EIR and provide supplemental information to the City decision-makers and the public. CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states:

*New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:*

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

As demonstrated by the responses to the additional comment letter that was inadvertently omitted from the Final EIR that are provided below, the addition of these comments and responses do not meet any of the criteria above requiring recirculation of the Draft EIR. Specifically, no new significant impacts or a substantial increase in an already identified impact would occur as a result of the information provided in this comment letter. As such, these additional comments and responses do not meet the requirements for preparation of a Subsequent EIR pursuant to the CEQA Guidelines.

# ERRATUM No. 1

## 2. TECHNICAL CORRECTIONS AND CLARIFICATIONS

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### 2.1 Inclusion of Caltrans Comment Letter

This Erratum to the Artisan Hollywood Project Final EIR addresses a comment letter from Caltrans that was recently identified after the Final EIR was published. Responses to this comment letter are provided below. As demonstrated below, these comments and associated responses do not change any of the impact conclusions in the Draft EIR.

### 2.2 Caltrans Letter—Comments and Responses

Miya Edmonson  
LDR/CEQA Branch Chief  
Caltrans District 7  
100 S. Main St., MS 16  
Los Angeles, CA 90012-3712

#### **Comment No. 1**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project proposes the development of a 25-story building that would include 270 multi-family residential units and 6,790 square feet of ground-floor commercial space. The Project's proposed uses would be supported by 320 vehicle parking spaces in four subterranean parking levels and two above-grade parking levels, as well as 166 bicycle parking spaces. The Project would also include approximately 30,918 square feet of open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping. The Project would retain six existing commercial buildings on the Project Site that have a combined floor area of approximately 33,828 square feet. Approximately 4,000 square feet of floor area within the existing commercial buildings have been vacant since prior to 2018 but are 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 mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TOM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TOM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

## **VMT**

The Project would generate 15,916 total daily VMT. It would produce 2,440 home-based production VMT. The Project would generate average household VMT per capita of 3.9, which is below the Central APC impact threshold of 6.0. Therefore the Project would not result in a significant VMT impact.

## **Pedestrians and Bicycles**

Adjacent to the Project Site, 10-foot wide sidewalks are provided along Selma Avenue and 12-foot wide sidewalks are provided along Iva Avenue. There are tactile warning strips for ADA accessibility, as well as pedestrian push buttons and standard crosswalks, at the adjacent intersection of Ivar Avenue & Selma Avenue. A midblock crosswalk with pedestrian push buttons is also provided along Ivar Avenue approximately 200 feet north of Selma Avenue. Within the vicinity of the Project Site, bicycle routes are provided on Selma Avenue adjacent to the Project.

The Project would enhance the pedestrian environment by providing and maintaining a more comfortable pedestrian experience with street trees and accessible sidewalks along the Project frontage. The Project would provide bicycle parking for residents, employees, and guests in accordance with the LAMC, along with a bicycle service area. Given the Project Site's proximity to active commercial uses in Hollywood, it is ideally located to encourage non-automobile trips to and from those destinations. Furthermore, the Project is located within a 0.25-mile walking distance of the Metro B Line Hollywood/Vine Station, which expands the reach of public transit and shortens the "first-mile/last mile" connections.

## **Transit**

Although no bus stops are located adjacent to the Project Site, some public transit stops in the vicinity of the Project Site are equipped with shelters (for rain or shade) and/or benches. The Metro Route 2 bus stop located along eastbound Sunset Boulevard immediately west of Ivar Avenue provides both shelters and benches. The Metro Route 2 bus stop located along westbound Sunset Boulevard immediately east

of Ivar Avenue provides benches, but no shelter. The Project is served by multiple bus lines along Hollywood Boulevard, Highland Avenue, and Hawthorn Avenue operated by Metro and LADOT DASH, as well as the Metro B Line.

### **Response to Comment No. 1**

These comments provide an overview of the Project; summarize legislation, policies and strategies related to VMT and the reduction of greenhouse gas emissions; and summarize aspects of the Project and the Project vicinity related to VMT, pedestrians, bicycles, and transit. None of these comments raise specific issues about the Draft EIR or any potential deficiencies in its analyses. These comments are noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 2**

#### **Others**

We would recommend the City consider the following recommendations:

1. A post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting is highly recommended. Mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact.

### **Response to Comment No. 2**

The VMT analysis for the Project was completed in full compliance with the requirements set forth by CEQA and the City of Los Angeles Department of Transportation (LADOT). A copy of LADOT's Assessment Letter for the Project's Transportation Assessment is included in Appendix I.3 of the Draft EIR. As indicated therein, LADOT stated that the Project would not have a significant transportation impact related to: conflicting with plans, programs, ordinances, or policies, causing substantial vehicle miles traveled, or substantially increasing hazards due to a geometric design feature or incompatible use. Thus, in accordance with LADOT procedures and requirements, no further post-development analysis is required, nor is any mitigation required.

### **Comment No. 3**

Any transportation of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2020-04073-DEIR.

### **Response to Comment No. 3**

All oversized-transport vehicles on State highways will undergo the Caltrans permit process as specified in this comment. In addition, as set forth in Section IV.I, Transportation of the Draft EIR, the

Project would implement Project Design Feature TR-PDF-2 that requires implementation of a Construction Traffic Management Plan, which includes a provision that construction deliveries and haul trips occur outside the commuter peak hours. As such, the Project would implement the requirements and recommendations specified in this comment.

# ERRATUM No. 1

## 3. CONCLUSION

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Based on the analysis presented above, the changes to the EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft EIR. Specifically, the information included in this Erratum does not disclose any new significant impacts or a substantial increase in the severity of an impact already identified in the Draft EIR, nor does it contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible alternative or mitigation measure that the Applicant has declined to adopt. All of the information added in this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.



# **Appendices**

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# **Appendix 1**

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Caltrans Comment Letter

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
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www.dot.ca.gov



*Making Conservation  
a California Way of Life*

November 4, 2022

Governor's Office of Planning & Research

**NOV 4 2022**

**STATE CLEARING HOUSE**

Erin Strelch  
City of Los Angeles  
Department of City Planning  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

RE: Artisan Hollywood  
SCH # 2020110295  
Vic. LA-101/PM 5.56 to 7.21  
GTS # LA-2020-04073-DEIR

Dear Erin Strelch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project proposes the development of a 25-story building that would include 270 multi-family residential units and 6,790 square feet of ground-floor commercial space. The Project's proposed uses would be supported by 320 vehicle parking spaces in four subterranean parking levels and two above-grade parking levels, as well as 166 bicycle parking spaces. The Project would also include approximately 30,918 square feet of open space and recreational amenities, including a landscaped amenity deck on Level 4, a roof deck, and street-level landscaping. The Project would retain six existing commercial buildings on the Project Site that have a combined floor area of approximately 33,828 square feet. Approximately 4,000 square feet of floor area within the existing commercial buildings have been vacant since prior to 2018 but are 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.

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If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2020-04073-DEIR.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse