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 proposed Sunset + Wilcox 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 15121 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 Draft 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 December 1, 2020, for a 30-day review period. In addition, a public scoping meeting for the Project was held on December 17, 2020. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in this Draft EIR. The City determined through the Initial Study the potential for significant impacts in the following environmental issue areas:

- Air Quality
- Cultural Resources (historical resources)
- Energy
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Public Services (including fire protection, police protection, and libraries)
- 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; agriculture and forestry resources; odors; biological resources; archaeological resources; human remains; geology and soils; hazards and hazardous materials; hydrology and water quality; physical division of an established community; mineral resources; airport or airstrip-related hazards; population and housing; schools; parks; recreation; hazards due a geometric design feature; inadequate emergency access; solid waste; and wildland fires. Therefore, these areas were not further analyzed in this Draft EIR. The Initial Study, which demonstrated that no significant impacts would occur for these issue areas, is included in Appendix A 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, 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, 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, characteristics of the Project, and requested permits and approvals.

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; greenhouse gas emissions; land use and planning; noise; public services (fire protection, police protection, and libraries); 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 Alternative 1: No Project Alternative; Alternative 2: Existing Zoning Compliant Alternative; Alternative 3: Reduced Excavation Alternative; Alternative 4: Development in Accordance with Community Plan Update Alternative; and Alternative 5: Residential 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 (Notice of Preparation), 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
  - 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—Historical Resources Technical Report
- Appendix D—Energy Calculations
- Appendix E—Land Use Plans Consistency Analysis Tables
- Appendix F—Noise Calculation Worksheets
- Appendix G—Los Angeles Fire Department Response Letter
- Appendix H—Los Angeles Police Department Response Letter
- Appendix I—Los Angeles Public Library Response Letter
- Appendix J—Transportation
  - Appendix J.1—Los Angeles Department of Transportation Assessment Letter

  - Appendix J.2—Transportation Assessment
- Appendix K—Tribal Cultural Resources
  - Appendix K.1—Tribal Cultural Resources Report
  - Appendix K.2—AB 52 Notification Letter and Delivery Confirmations
- Appendix L—Water Supply Assessment
- Appendix M—Utility Infrastructure Technical Report: Water and Energy
- Appendix N—Utility Infrastructure Technical Report: Wastewater
- Appendix O—VMT Runs for Alternatives

4. Existing Project Site Conditions

The Project Site consists of 10 contiguous lots at 1440, 1420, 1424, 1426, 1428, 1432, 1432 ½, 1434, 1436, 1438, 1450, 1452, and 1454 North Wilcox Avenue; 6450, 6460, and 6462 West Sunset Boulevard; 1413, 1417, 1419, 1425, 1427, 1433, 1435, 1439, 1441, 1443, 1445, and 1447 North Cole Place; and, 6503 De Longpre Avenue, Los Angeles, California 90028 in the Hollywood Community Plan area[1] of the City of Los Angeles. The Project Site is bounded by Sunset Boulevard to the north, Cole Place to the east, De Longpre Avenue to the south, and Wilcox Avenue to the west.

The Project Site is currently developed with three buildings and surface parking. The existing buildings on the Project Site comprise approximately 26,261 square feet of floor area consisting of a one-story, 16,932-square-foot commercial building along Sunset Boulevard and Wilcox Street/Cole Place, a one-story, 4,446-square-foot commercial office building along Wilcox Street, and a two-story, 4,883-square-foot commercial office building along Cole Place and De Longpre Avenue. Vehicular access to the parking areas of the Project Site is provided via curb cuts and driveways located on Wilcox Avenue and Cole Place. Pedestrian access to the Project Site is provided via sidewalks located along the perimeter of the Project Site. The Project Site is relatively flat with limited ornamental landscaping.

[1] *The Los Angeles Department of City Planning is currently preparing the Hollywood Community Plan Update (https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update). For purposes of this Draft EIR, the analysis is limited to the land use designations under the currently adopted Hollywood Community Plan.*

The Project Site has a Regional Center Commercial General Plan Land Use designation with the corresponding zones of C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District), C4-2D (Commercial Zone, Height District 2 with Development Limitation), and C2-1XL (Commercial Zone, Height District 1XL). The C2 and C4 zones allow for a wide variety of land uses, including retail stores, offices, restaurants, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds. Height District 2 allows a 6:1 FAR in the Project Site's C4-Zoned portions with no height or story limit. However, the Project Site is subject to a D Limitation, which limits these portions of the Project Site to a 2:1 FAR.[2] The D Limitation does not impose any height limits on these portions of the Project Site. Height District 1XL allows a 1.5:1 FAR in the Project Site's C2-zoned portions with a 30-foot and two-story height limit.

The Project Site is also located within a Transit Priority Area (TPA), the Hollywood Redevelopment Plan Area, the Los Angeles State Enterprise Zone, the Hollywood Entertainment District, the Hollywood Signage Supplemental Use District, and within a Tier 3 Transit Oriented Communities (TOC) area.

6. Description of the Proposed Project

The Project includes the construction of a 15-story, 275-foot tall[3] commercial building with a total floor area, as defined by the LAMC, of 443,418 square feet consisting of 431,032 square feet of office space and 12,386 square feet of ground floor restaurant space. However, approximately 1,800 square feet of outdoor covered patio area adjacent to the ground floor restaurant space along Sunset Boulevard would not count toward the Project's total floor area pursuant to LAMC Sections 12.03 and 12.21.1 A.5. Nevertheless, to provide a conservative environmental analysis, this Draft EIR assumes this aforementioned outdoor dining area counts towards the floor area, resulting in a total floor area of 445,218 square feet, including 431,032 square feet of office space and 14,186 square feet of restaurant space.

The Project also includes a Los Angeles Department of Water and Power (LADWP) equipment area that would include electrical distribution equipment and emergency generators within the Cole Place and De Longpre Avenue portion of the Project Site (De Longpre Lot). Specifically, on the north side of the De Longpre Lot an approximately 18-foot-tall, 3,550-square-foot enclosure would be constructed to house electrical equipment, building life safety generator, tenant back-up generators, and switchgear with

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[2] *Ordinance No. 165,661, adopted by the Los Angeles City Council on May 7, 1990.*

[3] *The building would measure 271 feet to the top of the parapet and 275 feet to the top of the mechanical and penthouse projections.*

adjacent exterior LADWP transformer yard surrounded by a protective 8-foot high fence with landscaped enhancements. The area proposed for the LADWP equipment area would not constitute floor area as defined by LAMC Section 12.03. The Project would also include 1,291 vehicular parking spaces and a total of 61,449 square feet of private open space, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscape.

As part of the Project, the existing office and retail uses, comprising 26,261 square feet, and associated surface parking would be removed. Upon completion, the Project would result in a net increase in floor area of 418,957 square feet under a conservative analysis, and a FAR of 6:1 per the LAMC.

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

7. 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, transportation, and tribal cultural resources. Refer to Appendix A of this Draft EIR for copies of the NOP comment letters.

8. 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 December 1, 2020, for a 30-day review period. In addition, a public scoping meeting for the Project was held on December 17, 2020. 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.

9. 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 impacts that cannot be feasibly mitigated with respect to on- and off-site noise sources during construction; on- and off-site vibration during construction (pursuant to the

Table I-1
Summary of Impacts Under the Project

Environmental Issue	Proposed Project Impact
A. AIR QUALITY	
Construction	
Regional Emissions	Less Than Significant with Mitigation
Localized Emissions	Less Than Significant with Mitigation
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
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. GREENHOUSE GAS EMISSIONS	Less Than Significant
E. LAND USE AND PLANNING	Less Than Significant
F. NOISE	
Construction	
On-Site Noise	**Significant and Unavoidable**
Off-Site Noise[4]	**Significant and Unavoidable**
On-Site Vibration (Building Damage)	**Significant and Unavoidable**
On-Site Vibration (Human Annoyance)	**Significant and Unavoidable**
Off-Site Vibration (Building Damage)	Less Than Significant
Off-Site Vibration (Human Annoyance)[5]	**Significant and Unavoidable**
Operation	
On-Site Noise	Less Than Significant
Off-Site Noise	Less Than Significant
Vibration	Less Than Significant

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

[5] *As discussed in Section IV.F, Noise, of this Draft EIR, cumulative vibration impacts from off-site construction activities would be significant and unavoidable with respect to the significance criteria for human annoyance.*

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

Environmental Issue	Proposed Project Impact
G. PUBLIC SERVICES	
Fire Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Police Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Libraries	
Construction	Less Than Significant
Operation	Less Than Significant
H. TRANSPORTATION	
Conflict with Plans	Less Than Significant
Vehicle Miles Traveled	Less Than Significant
Hazardous Design Features (Freeway Safety Analysis)	Less Than Significant with Mitigation
I. TRIBAL CULTURAL RESOURCES	Less Than Significant
J. 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.

significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Cumulative impacts associated with off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance) would also be significant and unavoidable.

10. Project Design Features

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

a. Air Quality

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

b. Greenhouse Gas Emissions

Project Design Feature GHG-PDF-1: The design of the new buildings will incorporate 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® Gold or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Gold equivalence, which will include the following:

- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems, such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.
- HVAC mechanical systems and building lighting will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation will be utilized in HVAC systems, and refrigerants in HVAC equipment will have low GHG emission rates. In particular, the HVAC system will be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Water-efficient plantings with drought-tolerant species and the use of drip irrigation;
- Fenestration designed for solar orientation; and
- Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

c. Noise

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained

to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

Project Design Feature NOI-PDF-3: 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 acoustic line-of-sight from the equipment to the off-site noise-sensitive receptors.

Project Design Feature 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-1hr}) at a distance of 15 feet from the amplified speaker sound systems at Level 1 outdoor dining, Levels 4, 5, 7, 8, 9, 10, 11, 12, 13, 14 terraces, and 80 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at Level 6 terrace. 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

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 building and parking areas not manned.

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

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 the building and open spaces around the building to be open and in view of surrounding sites.

Project Design Feature POL-PDF-6: The Applicant will consult with LAPD regarding the incorporation of feasible crime prevention features. 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 Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

e. Transportation

Project Design Feature TR-PDF-1: 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:

- A worksite traffic control plan(s), approved by the City of Los Angeles, will be implemented to route vehicular traffic, transit, bicyclists, and pedestrians around any lane and/or sidewalk closures;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during construction, including temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines;
- 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; and
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.

f. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: The Project design will incorporate the following design features to support water conservation in excess of LAMC requirements.

- Heating, ventilation, and air conditioning make up water systems will be supplied by the Project's capture and reuse system, which will be provided by storm water from the Project's storm water management plan.
- Install a meter on the make-up so water use can be monitored, and leaks can be identified and repaired.
- High Efficiency Toilets with a flush volume of 1.1 gallons per flush.
- Showerheads with a flow rate of 1.5 gallons per minute.

- Domestic Water Heating System located in close proximity to point(s) of use.
- Individual metering and billing for water use for every commercial unit.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).

11. Mitigation Measures

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

a. Air Quality

Mitigation Measure AIR-MM-1: During plan check, the Project representative shall make available to the lead agency or City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment that will be used during the mat foundation phase. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet the USEPA Tier 4 Final standards.

b. Noise

Mitigation Measure 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 western property line of the Project Site between the construction areas and receptor location R1, receptor location R5, and receptor location R6. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor locations R1 and R6, and 5-dBA at receptor location R5.

- Along the northern property line of the Project Site between the construction areas and the receptor location R2. The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R2.
- Along the southern property line of the Project Site between the construction areas and the receptor location R6. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R6.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a qualified structural engineer to visit the single-story commercial building adjacent to the southern portion of the Project Site to the west, 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 is exceeded and there is documented evidence, including a visual inspection, that no damage has occurred, the ground vibration levels can be increased to the criterion 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 the immediately adjacent building and recommendations for repair, as may be necessary.

c. Transportation

Mitigation Measure TR-MM-1: Prior to the operation of the Project, a protected/ permitted left-turn phase with reoptimized signal timing shall be added for westbound Sunset Boulevard at Van Ness Avenue.

12. Summary of Alternatives

This Draft EIR examined five alternatives to the Project in detail, which include Alternative 1: the No Project Alternative, Alternative 2: the Existing Zoning Compliant Alternative, Alternative 3: the Reduced Excavation Alternative, Alternative 4: the Development in Accordance with Community Plan Update Alternative, and Alternative 5: the Residential 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 Alternative

In accordance with the CEQA Guidelines, Alternative 1, the No Project 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, for purposes of this analysis, Alternative 1 assumes that the Project would not be approved, no new permanent development would occur within the Project Site, and the existing environment, as described in Section II, Project Description, of this Draft EIR, would be maintained. Thus, the physical conditions of the Project Site would generally remain as they are today. Specifically, the existing buildings, as well as the surface parking areas, would remain on the Project Site, and no new construction would occur.

Alternative 1 would eliminate the Project's significant and unavoidable impacts with respect to on- and off-site noise sources during construction; on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Alternative 1 would also avoid the Project's significant and unavoidable cumulative impacts with respect to 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 impact with mitigation, including those related to regional and localized air quality emissions during construction and freeway safety. Impacts associated with the remaining environmental issues would be less than those of the Project.

b. Alternative 2: Existing Zoning Compliant Alternative

Alternative 2, the Existing Zoning Compliant Alternative, considers development of the Project Site in accordance with the parameters set forth by the existing zoning on the Project Site, which is C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District), C4-2D (Commercial Zone, Height District 2 with Development Limitation), and C2-1XL (Commercial Zone, Height District 1XL). Based on the existing zoning of the Project Site, Alternative 2 would include the development of a 7-story commercial building with a floor area of 131,238 square feet consisting of 117,052 square feet of office space and 14,186 square feet of ground floor restaurant space (inclusive of the proposed outdoor covered dining area). The proposed seven-story building would feature a height of approximately 144 feet. As with the Project, this alternative would also include the construction of an LADWP equipment area within the De Longpre Lot to house LADWP equipment and an underground generator. The area proposed for this LADWP use would not constitute floor area as defined by LAMC Section 12.03.

Alternative 2 would include 329 vehicular parking spaces. Parking would be provided within one subterranean level extending to a depth of 27 feet, at-grade parking, a small parking mezzanine, and one full floor fully enclosed, mechanically ventilated above-grade level. Five vehicular parking spaces would be provided in a small surface parking area adjacent to the LADWP equipment area. It is estimated that approximately 40,645 cubic yards of export would be hauled from the Project Site as part of this alternative.

As provided in Section V, Alternatives, of this Draft EIR, Alternative 2 would not avoid the Project's significant and unavoidable noise and vibration impacts, including those related to on- and off-site noise sources during construction; on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Alternative 2 would also not avoid the Project's significant and unavoidable cumulative noise and vibration impacts related to off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). However, Alternative 2 would reduce the peak excavation and mat slab foundation construction phases of the Project such that these impacts occur for a shorter duration as compared to the Project. In addition, Alternative 2 would reduce several of the less-than-significant impacts and less-than-significant impacts with mitigation associated with the Project (e.g., TACs during construction, energy efficiency during construction, land use consistency, tribal cultural resources, police and fire protection services, water and wastewater during operation, and energy infrastructure). Alternative 2 would yield a higher daily work VMT per employee ratio than the Project but less than the significance threshold. All other impacts would be similar to those of the Project.

c. Alternative 3: Reduced Excavation Alternative

Alternative 3, the Reduced Excavation Alternative, would eliminate the subterranean parking proposed by the Project. As all parking for the commercial component would be provided above grade, the height of the building would increase from 15 stories at 275 feet to 17 stories with a height of 311 feet. The remaining Project components would remain as proposed by the Project. Specifically, as with the Project, this alternative would include the development of 445,218 square feet consisting of 431,032 square feet of office space and 14,186 square feet of ground floor restaurant space (inclusive of the proposed outdoor covered dining area). In addition, as with the Project, this alternative would include the construction of the LADWP equipment area on the De Longpre Lot. The area proposed for the LADWP equipment area would not constitute floor area as defined by LAMC Section 12.03. Overall, Alternative 3 would result in a 6:1 FAR similar to the Project. However, due to the elimination of subterranean parking under this alternative, Alternative 3 would reduce the amount of soil export estimated for the Project from approximately 93,000 cubic yards to 7,734 cubic yards (a reduction of 85,266 cubic yards) and result in an associated

reduction in the overall construction activities and duration in comparison to the Project due to the reduction in excavation activities.

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; on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Alternative 3 would also not avoid the Project's significant and unavoidable cumulative noise and vibration impacts related to off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). However, Alternative 3 would reduce the duration of the excavation phase of the Project such that these impacts would occur for a shorter duration during this phase. In addition, Alternative 3 would reduce the Project's significant and unavoidable impacts and several of the construction-related less-than-significant impacts and less-than-significant impacts with mitigation associated with the Project (i.e., TACs during construction, energy efficiency during construction, police and fire protection services during construction, tribal cultural resources, water and energy infrastructure during construction) due to the reduction in excavation activities and duration of construction. All other impacts would be similar to those of the Project.

d. Alternative 4: Development in Accordance with Community Plan Update Alternative

Alternative 4, the Development in Accordance with Community Plan Update Alternative, considers development of the Project Site in accordance with the parameters set forth by the land use designation on the Project Site proposed by the Hollywood Community Plan Update, which is Regional Center (RC1B).[6] Under this proposed land use designation, multi-family residential, commercial (retail, restaurants), and office uses are permitted with a base FAR of 4:1. Accordingly, Alternative 4 would include the development of a commercial building with a total floor area of 297,412 square feet consisting of 283,226 square feet of office space and 14,186 square feet of ground floor restaurant space (inclusive of the proposed outdoor covered dining area). These proposed uses would be provided in one 11-story building with an approximate height of 216 feet. As with the Project, Alternative 4 would also include the construction of the LADWP equipment area on the De Longpre Lot. The area proposed for the LADWP use would not constitute floor area as defined by LAMC Section 12.03. Alternative 4 would include 903 vehicular

[6] *The Los Angeles Department of City Planning is currently preparing the Hollywood Community Plan Update (https://planning.lacity.org/plans-policies/community-plan-update/hollywood-community-plan-update). For purposes of this Draft EIR, the analysis is limited to the land use designations under the currently adopted Hollywood Community Plan.*

parking spaces. Parking would be provided within two subterranean levels extending to a depth of approximately 28 feet, at-grade parking, a small parking mezzanine, and one full floor fully enclosed, mechanically ventilated above-grade levels. Five vehicular parking spaces would be provided in a small surface parking area adjacent to the LADWP equipment area. It is estimated that approximately 66,030 cubic yards of export would be hauled from the Project Site as part of this alternative.

As with the Project, the existing office and retail uses comprising 26,261 square feet, as well as the associated surface parking currently on the Project Site, would be removed. Upon completion, Alternative 4 would result in a net floor area of 271,151 square feet on the Project Site (inclusive of the proposed outdoor covered dining area) and an FAR of 3:1.

Alternative 4 would not avoid the Project's significant and unavoidable noise and vibration impacts, including those related to on- and off-site noise sources during construction; on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Alternative 4 would also not avoid the Project's significant and unavoidable cumulative noise and vibration impacts related to off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). However, Alternative 4 would reduce the peak excavation and mat slab foundation construction phases of the Project such that these impacts occur for a shorter duration. In addition, Alternative 4 would reduce several of the less-than-significant impacts and less-than-significant impacts with mitigation associated with the Project (i.e., regional and localized air quality emissions during operation, TACs during construction and operation, historical resources, energy efficiency during construction, GHG emissions land use consistency, operational noise and vibration, fire and police protection services, libraries during operation, freeway safety, tribal cultural resources, water supply and energy infrastructure, and wastewater during operation). Alternative 4 would yield a higher daily work VMT per employee ratio than the Project, but would remain less than the significance threshold. All other impacts would be similar to those of the Project.

e. Alternative 5: Residential Alternative

Alternative 5, the Residential Alternative, would include the development of a 445,218 square-foot mixed-use project consisting of 500 multi-family residential units and 14,186 square feet of ground floor restaurant space (inclusive of the proposed outdoor covered dining area). Alternative 5 would be developed pursuant to the City's Density Bonus Ordinance (Ordinance No. 179,681), which allows qualifying projects that provide the requisite percentage of affordable housing to request an increase in residential density and certain incentives and waiver or modifications of development standards. The proposed uses would be provided in a 28-story building with a height of 355 feet, an

increase in height compared to the Project's 15-story building with a height of 275 feet. As with the Project, this alternative would also include the construction of the LADWP equipment area on the De Longpre Lot. The area proposed for the LADWP use would not constitute floor area as defined by LAMC Section 12.03.

Alternative 5 would include 654 vehicular parking spaces provided within two subterranean levels extending to a depth of approximately 38 feet, at-grade parking, a small parking mezzanine, and two full floor fully enclosed, mechanically ventilated above-grade levels. Five vehicular parking spaces would be provided in a small surface parking area adjacent to the LADWP equipment area. It is estimated that approximately 68,397 cubic yards of export would be hauled from the Project Site as part of this alternative.

As with the Project, the existing office and retail uses comprising 26,261 square feet, as well as the associated surface parking currently on the Project Site, would be removed. As with the Project, upon completion, this alternative would result in a net floor area of 418,957 square feet on the Project Site (inclusive of the proposed outdoor covered dining area) and an FAR of 6:1.

Alternative 5 would not avoid the Project's significant and unavoidable noise and vibration impacts, including those related to on- and off-site noise sources during construction; on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance); and on-site vibration during construction (pursuant to the significance threshold for building damage). Alternative 5 would also not avoid the Project's significant and unavoidable cumulative noise and vibration impacts related to off-site noise during construction and off-site vibration during construction (pursuant to the significance threshold for human annoyance). Such impacts would be experienced for a shorter duration during the site grading phase as grading and excavation would be reduced due to the reduction in required excavation activities. However, construction activities during building construction would occur for a longer duration compared to the Project due to the increased number of floors compared to the Project. Alternative 5 would reduce several of the less-than-significant impacts and less-than-significant impacts with mitigation associated with the Project (i.e., regional and localized emissions during operation, TACs during operation, greenhouse gas emissions, off-site noise and vibration during operation, fire protection services during operation, freeway safety, tribal cultural resources, and water supply and infrastructure during construction). All other impacts would be similar to or greater than those of the Project.

f. 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 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 Alternative; Alternative 2, the Existing Zoning Compliant Alternative; Alternative 3, the Reduced Excavation Alternative; Alternative 4, the Development in Accordance with Community Plan Alternative; and Alternative 5, the Residential Alternative.

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project Alternative 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 Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Existing Zoning Compliant Alternative, would be the Environmentally Superior Alternative. As detailed in Section V, Alternatives, of this Draft EIR, while Alternative 2 would not avoid the Project's significant and unavoidable impacts, Alternative 2 would reduce most of the Project's impacts compared to the remaining alternatives and to a greater extent as well as substantially lessen the Project's significant and unavoidable impacts as a result of reducing the amount and duration of the peak construction phases of the Project (the excavation and mat foundation phases). Thus, of the range of alternatives analyzed, Alternative 2, the Zoning Compliant Alternative, would be the Environmentally Superior Alternative.