I. Executive Summary

I. Executive Summary

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of the Draft Environmental Impact Report (EIR) contains a brief summary of the 6000 Hollywood Boulevard 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, an overview of existing Project Site conditions, a general description of the Project, issues raised during the Notice of Preparation (NOP) process, including areas of controversy, a description of the public review process for this Draft EIR, a summary of environmental impacts, a list of the Project Design Features (PDFs) 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 that would reduce or avoid impacts, 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 that 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, owners and occupants within a 500-foot radius of the Project Site, and all other interested parties on May 30, 2023, 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 impact area is or is not analyzed further in this Draft EIR. The City determined through the Initial Study that the environmental factors listed below would be potentially impacted by the Project:

- Air Quality
- Cultural Resources (Archaeological Resources)
- Energy
- Geology and Soils (Paleontological Resources)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services (Fire Protection and Police Protection)
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems (Water Supply, 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; air quality (odors); biological resources; cultural resources (historical resources

and human remains); geology and soils (except for paleontological resources); hydrology and water quality; land use (physical division of an established community); mineral resources; noise (airport or airstrip-related hazards); population and housing; public services (schools, parks, and other public facilities); recreation; transportation (emergency access); utilities and service systems (stormwater drainage facilities, telecommunication facilities, and solid waste); and wildfire. Therefore, these topics are not analyzed further 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 the Draft EIR, Draft EIR focus and effects found not to be significant, Draft EIR organization, existing conditions, Project summary, issues raised during the NOP process, including areas of controversy, public review process, summary of environmental impacts, project design features, mitigation measures, and summary of alternatives.

II. Project Description. This section describes the location, existing conditions, objectives, and characteristics of the Project, and identifies 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 in the vicinity of the Project Site.

IV. Environmental Impact Analysis. This section contains the environmental setting for the specific environmental topic, Project and cumulative impact analyses, project design features (where applicable), mitigation measures, (where necessary) and conclusions regarding the level of significance after mitigation for each of the following environmental issues: air quality; cultural resources (archaeological resources); energy; geology and soils (paleontological resources); greenhouse gas emissions; hazards and hazardous materials; land use and planning; noise; public services (fire protection and police protection); 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 Alternative; No Below-Grade

Parking Alternative; Reduced Development Alternative; and All Residential Use Alternative.

VI. Other CEQA Considerations. This section provides a discussion of significant unavoidable impacts that would result from the Project and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project is also included. This section also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the mitigation measures for the Project. Lastly, a summary of the possible effects of the Project that were determined not to be significant within the Initial Study is provided.

VII. References. This section lists the references and sources used in the preparation of this Draft EIR.

VIII. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used in this Draft EIR.

IX. List of Preparers. This section lists the persons, public agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

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

- Appendix A Initial Study, NOP, and NOP Comment Letters
  - Appendix A.1 Initial Study
  - Appendix A.2 Notice of Preparation
  - Appendix A.3 NOP Comment Letters
- Appendix B Air Quality and Greenhouse Gas Emissions
  - Appendix B.1 Air Quality and Greenhouse Gas Emissions Methodology
  - Appendix B.2 Air Quality Worksheets
  - Appendix B.3 Greenhouse Gas Worksheets
  - Appendix B.4 Modeling Output Files

- Appendix C Archaeological Resources Assessment
- Appendix D Energy Analysis Worksheets
- Appendix E Paleontological Resources Assessment
- Appendix F Hazards
  - Appendix F.1 Phase I Environmental Site Assessment Report
  - Appendix F.2 Phase II Environmental Site Assessment Summary Letter
- Appendix G Land Use Tables
- Appendix H Noise Calculation Worksheets
- Appendix I Public Service Provider Response Letters
  - Appendix I.1 Los Angeles Fire Department Letter
  - Appendix I.2 Los Angeles Police Department Letter
- Appendix J Transportation
  - Appendix J.1 Transportation Assessment
  - Appendix J.2 Los Angeles Department of Transportation Assessment Letter
- Appendix K Tribal Cultural Resources Assessment
- Appendix L Water Supply Assessment
- Appendix M Utility Infrastructure Technical Report
- Appendix N Alternatives Analyses
  - Appendix N.1 Alternatives Noise Worksheets
  - Appendix N.2 VMT Calculator Output for Alternative 3
  - Appendix N.3 VMT Calculator Output for Alternative 4

4. Existing Project Site Conditions

The Project Site is generally bounded by Hollywood Boulevard to the north, Bronson Avenue to the east, Carlton Way to the south, and Gower Street to the west. The Project Site encompasses the following addresses: 5950, 5960, 5962, 6000, 6004, 6010, 6016,

6020, 6024, 6024½, 6030, 6038, 6044, and 6048 West Hollywood Boulevard and 6037 West Carlton Way. The Project Site is located within the Hollywood Community Plan area of the City. Regional access to the Project Site is provided by Hollywood Boulevard adjoining the Project Site to the north, Sunset Boulevard located south of the Project Site, and the US-101 freeway, which is approximately 730 feet east of the Project Site. Local access to the Project Site is provided by several local streets and avenues, including Gower Street and Bronson Avenue.

The Project Site is currently occupied primarily by an automotive dealership that includes a showroom, parts storage structure, auto repair facility with five service bays, and surface parking. The existing structures total approximately 31,833 square feet. Vehicular access to the Project Site is currently provided via driveways along Hollywood Boulevard. Pedestrian access to the Hollywood Lot is currently provided along Hollywood Boulevard and Gower Street, and pedestrian access to the Carlton Lot is currently provided along Carlton Way. Landscaping within the Project Site includes ornamental trees and shrubs.

The Project Site is located within the Hollywood Community Plan area. The Hollywood Lot has a General Plan land use designation of Highway Oriented Commercial and is zoned C4-1-SN (Commercial zone, Height District 1, Hollywood Signage Supplemental Use District). Pursuant to the LAMC, the C4 Zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. Height District 1, in conjunction with the C4 Zone, typically does not impose a maximum building height limitation and permits a maximum FAR of 1.5:1. The SN designation indicates that these parcels are located within the Hollywood Signage Supplemental Use District (HSSUD) and any signage proposed as part of the Project would be subject to its provisions and regulations.

The Carlton Lot has a General Plan land use designation of High Medium Residential and is zoned [Q]R4-1VL (Qualified “Q” Conditions, Multiple Dwelling zone, Height District 1 Very Limited). Pursuant to the LAMC, the R4 Zone permits any use permitted in the R3 Multiple Dwelling Zone, churches, childcare facilities or nursery schools, schools, museums or libraries, accessory uses and home occupations, retirement hotels, and accessory buildings. Height District 1 Very Limited imposes a maximum building height of three stories and 45 feet, and a maximum FAR of 3:1. The Qualified “Q” Condition on the Project Site limits density to one dwelling unit per 600 square feet of lot area. (Ordinance No. 165,662.)

The Project Site is also located within the boundaries of the Hollywood Redevelopment Plan, which designates the Project Site for Highway Oriented Commercial land uses and establishes a base FAR limit of 3:1 for all development with this land use designation. The Project Site is also located in a Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452. The Project Site is also

located within the Los Angeles County Metropolitan Transportation Authority (Metro) Right-of-Way (ZI-1117). Additionally, per Assembly Bill (AB) 2097, the Project is not required to provide parking as it is a mixed-use project with residential and commercial uses located within 0.5 miles of a Major Transit Stop. Assembly Bill 2097 was adopted by the State of California on September 22, 2022 and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within 0.5 miles of a Major Transit Stop.

5. Description of the Project

The Project would replace the existing automotive dealership and surface parking on the Project Site with a mixed-use development that will comprise 501,185 square feet of new residential, commercial, and retail floor area across multiple structures that would be integrated with public and private open space. As proposed, Building A would be a six-story office and retail building, rising to a maximum height of 113 feet (120 feet including rooftop mechanical equipment), and would be located in the northwestern portion of the Project Site. Building B would be a 35-story residential tower containing 265 units, rising to a maximum height of 404 feet (419 feet including rooftop mechanical equipment), and would be located in the northeastern portion of the Project Site. Building C would be a four-story residential building containing 46 units, rising to a maximum height of 44.5 feet (55 feet including rooftop mechanical equipment), and would be located on the Carlton Lot. Buildings D1-D10 would consist of ten low-rise townhome-style buildings containing a total of 39 residential townhomes with ground-floor commercial retail space. These buildings would be two to four stories with a maximum height of 98 feet measured from finished grade, and would be dispersed throughout the Project Site.

A portion of the proposed six-story office building (Building A) and six of the townhome-style structures on the southern portion of the Hollywood Lot would be on a podium atop the ground level parking level, while the proposed 35-story residential building (Building B) and four of the townhome-style structures on the northern portion of the Hollywood Lot would be located at street level, directly above the subterranean parking garage. Building E would consist of a two-story restaurant. Upon completion, the Project would comprise a total of 342,643 square feet of residential uses (350 units), 136,000 square feet of office uses, 18,004 square feet of retail uses, 4,038 square feet of restaurant uses, and 500 square feet of support uses, resulting in a total floor area of 501,185 square feet and an overall Floor Area Ratio (FAR) of 3.08:1.

The Project would incorporate numerous on-site common and private open space and recreational amenities. The Project would include a total of 42,602 square feet of open space, including 23,526 square feet of publicly accessible, privately owned open space and 19,076 square feet of private open space.

Vehicular access to the Project Site would be provided from three driveways along Hollywood Boulevard. Access for trash pickup and other freight vehicles would be provided via a loading dock entry off of Hollywood Boulevard, adjacent to the Project Site's eastern boundary. As previously noted above, the Project is not required to provide parking as it is a mixed-use project with residential and commercial uses and meets the requirements of AB 2097. Nonetheless, the Project would voluntarily provide 894 vehicle parking spaces. Vehicle parking would be provided in a three-level subterranean parking garage located entirely underneath the Hollywood Lot, which would be partially below grade and partially above grade within the proposed podium. Two levels of the subterranean parking garage would occupy the entirety of the Hollywood Lot while the third (deepest) level would occupy only the eastern half of the Hollywood Lot. The Project would include 63 short-term and 202 long-term bicycle parking spaces in accordance with LAMC Section 12.21 A.16(a)(2). Short-term bicycle parking spaces would be provided on the ground level and long-term bicycle parking spaces would be provided within the subterranean parking garage. Locker rooms and showers would also be provided beside the long-term bicycle parking area and bike racks would be provided on all frontages of the Project Site.

6. Areas of Controversy

Based on the NOP comment letters provided in Appendix A of this Draft EIR, issues known to be of concern included, but were not limited to, Project impacts associated with aesthetics, air quality, traffic, and utilities. In addition, agencies such as Caltrans, the South Coast Air Quality Management District (SCAQMD), and Metro submitted NOP comment letters that provided input for evaluating the impacts of the Project. Refer to Appendix A of this Draft EIR for copies of the NOP comment letters received during the NOP comment period.

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 May 30, 2023, 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-10 summarizes 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 regard to on-site construction noise, off-site construction noise, on-site construction vibration with respect to human annoyance, and off-site vibration with respect to human annoyance. In addition, the Project would result in significant cumulative impacts that cannot be feasibly mitigated with regard to on-site and off-site construction noise and on-site and off-site construction vibration with respect to human annoyance.

Table I-1
Summary of Impacts Under the Project

Environmental Topic	Project Impact Determination
A. AIR QUALITY	
Regional Emissions	
Construction	Less Than Significant
Operation	Less Than Significant
Localized Emissions	
Construction	Less Than Significant
Operation	Less Than Significant
Toxic Air Contaminants	
Construction	Less Than Significant
Operation	Less Than Significant
B. CULTURAL RESOURCES	
Archaeological Resources	Less Than Significant with Mitigation
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)	
Paleontological Resource	Less Than Significant with Mitigation
E. GREENHOUSE GAS EMISSIONS	
Greenhouse Gas Emissions	Less Than Significant
F. HAZARDS AND HAZARDOUS MATERIALS	
Construction	Less Than Significant with Mitigation
Operation	Less Than Significant
G LAND USE AND PLANNING	
Conflict with Land Use Plans	Less Than Significant
H. NOISE	
Construction	
On-Site Noise	**Significant and Unavoidable**
Off-Site Noise	**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)	**Significant and Unavoidable**

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

Environmental Topic	Project Impact Determination
Operation	
On-Site Noise	Less Than Significant
Off-Site Noise	Less Than Significant
Vibration	Less Than Significant
I. PUBLIC SERVICES	
Fire Protection	
Construction	Less Than Significant
Operation	Less Than Significant
Police Protection	
Construction	Less Than Significant
Operation	Less Than Significant
J. TRANSPORTATION	
Conflict with Transportation Plans	Less Than Significant
Vehicle Miles Traveled	Less Than Significant
Hazardous Geometric Design Features	Less Than Significant
Freeway Safety Analysis	Less Than Significant
K. TRIBAL CULTURAL RESOURCES	
Tribal Cultural Resources	Less Than Significant
L. 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, 2024.

9. Project Design Features

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

a. Greenhouse Gas Emissions

Project Design Feature GHG-PDF-1: The Project will prohibit the use of natural gas during Project operations, excluding restaurant cooking equipment.

b. 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 ensure that no additional noise due to worn or improperly maintained parts will 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: Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from view of off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square foot) 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 70 dBA ($L_{eq\text{-}1hr}$) at a distance of 15 feet from the amplified speaker sound systems at the ground, Level 2 and Level 3 outdoor spaces, and 85 dBA ($L_{eq\text{-}1hr}$) at a distance of 15 feet from the amplified speaker sound systems at Level 5, Level 6 and Level 13 outdoor spaces. A qualified noise consultant will provide written documentation that the design of the system complies with this maximum noise level.

c. 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: During operation, the Project shall incorporate a 24-hour/seven-day security plan to ensure the safety of its residents and site visitors. The Project's security plan could include, but not be limited to, the following design features:

- Installing and utilizing a 24-hour security camera network throughout the underground parking structure, the elevators, the

common and amenity spaces, the lobby areas, and the rooftop and ground level outdoor open spaces;

- Controlling access to all building elevators, residences, and resident-only common areas;
- Maintaining staff on-site, including at the lobby concierge desk and within the car valet area. Designated staffers shall be dedicated to monitoring the Project's security cameras and directing staff to locations where any suspicious activity is viewed; and
- Training staff on security policies for the Project's buildings. Duties of the security personnel would include, but not be limited to, assisting residents and visitors with site access, monitoring entrances and exits of buildings, managing and monitoring fire/life/safety systems, and patrolling the property.

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

d. Transportation

Project Design Feature TR-PDF-1: A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and 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. The Construction Traffic Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the

Project Site and will include, but not be limited to, the following elements:

- Advance bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Scheduling workdays to begin and end prior to the morning and afternoon peak hours, respectively, to the extent feasible so as to avoid worker trips during those peak hours.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours, to reduce the effect on traffic flow on surrounding streets. Hauling shall be from 9:00 A.M. to 3:00 P.M. weekdays, and 8:00 A.M. to 4:00 P.M. on Saturdays. No hauling shall be performed on Sundays and holidays.
- Spacing of trucks to discourage a convoy effect.
- Containment of construction activity within the Project Site boundaries as approved by LADOT.
- Planning and scheduling of construction activities so as to minimize the duration of sidewalk and lane closures on Hollywood Boulevard.
- Provision of worker parking on-site or in designated off-site private parking areas and prohibition of construction-related vehicle parking on surrounding public streets, other than the streets adjacent to the Project Site.
- Provision of replacement parking for neighboring residents to make up for on-street parking temporarily lost during Project construction on Carlton Way.
- Temporary traffic controls during all construction activities adjacent to public ROWs to improve traffic flow on public roadways (e.g., flag men) and to maintain access for land uses in the vicinity of the Project Site.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as approved by LADOT, including along identified LAUSD pedestrian routes to nearby schools.
- Maintenance of a log, available on the job site, documenting the dates of hauling and the number of trips (i.e., trucks) per day.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

e. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: 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:

- Non-residential lavatory faucets with a flow rate of 0.35 gallon per minute, or less.
- Residential showerheads with a flow rate of 1.75 gallons per minute, or less.
- California Friendly® plants or native plants.
- Drip/Subsurface Irrigation (Mirco-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired.
- Pool splash troughs around the perimeter that drain back into the pool.
- Reuse pool backwash water for irrigation.
- Individual metering and billing for water use for every residential dwelling unit and commercial unit.

10. Mitigation Measures

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

a. Cultural Resources

Mitigation Measure CUL-MM-1: Prior to any ground-disturbing activities on the Project Site associated with the proposed Project, the Project applicant shall retain a Qualified Archaeologist. A Qualified Archaeologist is defined as one who meets the Society for California Archaeology's qualifications for a principal investigator. Ground-disturbing activities include activities such as excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil, or a similar activity. An Archaeological Monitor shall monitor ground-disturbing activities to identify, record, and evaluate the significance of any archaeological finds during Project construction. Archaeological

monitoring shall occur within soils that have moderate to high potential to contain archaeological resources, as determined by a Qualified Archaeologist. If the Qualified Archaeologist determines the potential for archaeological resources is sufficiently low, the frequency of monitoring may be reduced.

The Archaeological Monitor shall notify the Project personnel conducting ground-disturbing activities to inform them of archaeological monitoring requirements and the procedures to follow in the event of a discovery, including a prohibition on collecting or moving archaeological materials in accordance with California Penal Code Section 622.5. If an archaeological resource is discovered, work in the immediate vicinity of the find shall temporarily stop until the Qualified Archaeologist evaluates the significance in accordance with CEQA Guidelines Section 15064.5(a) and PRC 21083.2(g). Pursuant to PRC Section 21083.2, preservation in place or leaving in an undisturbed state shall be the preferred manner of treatment. If preservation in place is not feasible, alternative forms of treatment shall be identified by the Qualified Archaeologist, which may include architectural documentation or archaeological data recovery (i.e., controlled excavation, laboratory analysis, and reporting) to obtain an adequate sample of scientifically consequential information. Upon completion of the significance assessment and fieldwork component of treatment measures, ground-disturbing activities may resume in the location of the discovery.

After archaeological monitoring is completed, the Qualified Archaeologist shall prepare a technical report describing all work performed. If archaeological materials are identified and collected for laboratory analysis, the results of the analysis shall be included in the technical report, and any recovered archaeological materials shall be curated at a public, nonprofit research institution that shall ensure their long-term preservation and allow access to interested scholars. If there are no institutions who will accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and archaeological resources identified shall be documented on corresponding California Department of Parks and Recreation 523-Series Forms. The timing and content of the final report shall consider the quantity of archaeological materials, level of analysis required, and documentation needed to establish the significance of any identified resources. The draft report shall be submitted to the City for review. The final draft of the report shall be submitted to the SCCIC.

b. Geology and Soils (Paleontological Resources)

Mitigation Measure GEO-MM-1: The Project Applicant shall retain a Qualified Paleontologist, who meets or exceeds the SVP (2010) definition, to carry out all regulatory compliance measures and protocols related to paleontological resources. The Qualified Paleontologist shall obtain a curatorial arrangement with a qualified repository (e.g., NHMLA) prior to construction in the event of significant paleontological resource discoveries during construction.

Mitigation Measure GEO-MM-2: The Qualified Paleontologist shall develop Worker Environmental Awareness Program training to educate the construction crew on the legal requirements for preserving fossil resources, as well as the procedures to follow in the event of a fossil discovery. This training program shall be given to the crew before ground-disturbing work commences and shall include handouts to be given to new workers as needed.

Mitigation Measure GEO-MM-3: Full-time paleontological monitoring shall occur during ground-disturbing activities at depths greater than 11 feet below ground surface (bgs) that have the potential to impact previously undisturbed sediments of high paleontological sensitivity, including late Pleistocene old fan deposits, Unit4 (Qof4). Monitoring shall not be required when ground-disturbing activities are less than 11 feet bgs, or when impacting only previously disturbed sediments and/or recent artificial fill regardless of depth. Monitoring shall be conducted by a qualified paleontological monitor who meets the standards of the SVP (2010) and who shall be supervised by the Qualified Paleontologist. The Qualified Paleontologist may periodically inspect construction activities to adjust the level of monitoring in response to subsurface conditions. Monitoring efforts can be increased, reduced, or ceased entirely if determined adequate by the Qualified Paleontologist. Paleontological monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined significant, professionally and efficiently recover the fossil specimens and collect associated data. The monitor shall record pertinent geologic data and collect appropriate sediment samples from any fossil localities. Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological repository (e.g., NHMLA).

Mitigation Measure GEO-MM-4: Upon conclusion of ground- disturbing activities, the Qualified Paleontologist overseeing paleontological monitoring shall prepare a final monitoring report that documents the paleontological monitoring efforts for the Project and describes any

paleontological resources discoveries observed and/or recorded during the life of the Project. If paleontological resources are curated, the final monitoring report and any associated data pertinent to the curated specimen(s) shall be submitted to the designated repository. A copy of the final monitoring report shall be filed with the Department of City Planning.

c. Hazards and Hazardous Materials

Mitigation Measure HAZ-MM-1: The Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP), which shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of soil disturbance activities. The SMP shall be implemented during soil disturbance activities on the Project Site to ensure that contaminated soils are properly identified, excavated, managed, transported, and disposed of off-site. Elements of the SMP shall include the following:

- A qualified environmental consultant shall be present on the Project Site at the start of soil disturbance activities (e.g., clearing, grubbing of trees/shrubs, pavement/asphalt removal, building foundation and other below ground structure removal, excavation, grading, etc.) in the known or suspected locations of contaminated soils and shall be on-call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.
- Soil monitoring during soil disturbance, including visual observation (soil staining), representative sampling via a photo ionization detector, and/or VOC monitoring.
- The SMP shall require the timely testing and sampling of soils so that VOC-contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Routine testing shall include be conducted for VOCs and metals. The qualified environmental consultant shall have the authority to request additional testing based on visual observation, the presence of odors, or other factors.
- During excavation, if soil is stockpiled prior to disposal, it shall be managed in accordance with the Project's Storm Water Pollution Prevention Plan (SWPPP), prior to transportation for treatment and/or disposal.
- To ensure appropriate containment of excavated soil or demolition debris/materials that exceed state or federal hazardous waste criteria, such materials shall be placed in containers and closures that are properly secured and lined, as appropriate, or wrapped and

enclosed by tarps and transported by licensed hazardous waste haulers and disposed of at a licensed hazardous waste management facility approved for the specific disposed hazardous materials.

- During excavation, soils identified as VOC-contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting and securely anchored during periods of inactivity of greater than an hour to prevent contaminated soils from becoming airborne.
- Dust suppression shall be used for any active or inactive stockpile known or suspected to contain contaminants, including metals, above State or Federal hazardous waste limits. Active and inactive excavations and stockpiles of soil shall be kept visibly moist by water spray, treated with a vapor suppressant, or covered with a continuous heavy-duty plastic sheeting (4 mm or greater) or other covering. The covering shall be overlapped at the seams and securely anchored.
- The qualified environmental consultant shall perform weekly inspections of all waste (drums and bulk) to document that waste is being managed in accordance with the SMP. Inspection records shall be maintained on-site and shall be made available upon request.

d. Noise

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. Prior to demolition, plans shall be submitted to the Department of City Planning which includes documentation prepared by a noise consultant verifying compliance with this measure including but not limited to the location and height of the sound barriers. The proposed sound barrier would be applicable to both daytime construction activities and the nighttime mat pour.

- Along the entire southern property line of the Project Site between the construction areas and the residential and school uses adjacent to the Project Site to the south, the temporary sound barrier shall be designed with minimum 20 feet high and provide a minimum 20-dBA noise reduction at the ground level of receptor locations R1, R2, and R7.
- Along the southern portion of the western property line of the Project Site between the construction areas and the Bernie Grundman Mastering recording studio to the west (receptor location R3), the temporary sound barrier shall be designed with minimum 20 feet high and provide a minimum 20-dBA noise reduction at the ground level of receptor location R3.

- Along the entire eastern property lines of the Project Site between the construction areas and the Banana Bungalow Hollywood Hotel (receptor location R8) and the Lombardi House (receptor location R9), the temporary sound barrier shall be designed to provide a minimum 9-dBA (minimum 10 feet high) and 6-dBA (minimum 6 feet high) noise reduction at the ground level of receptor locations R8 and R9, respectively.
- Along the northern property lines of the Project Site between the construction areas and the Boulevard Recording studio (receptor location R10), the temporary sound barrier shall be designed with a minimum 12 feet high and provide a minimum 12-dBA noise reduction at the ground level of receptor location R10.
- During construction of the off-site utility improvements along Hollywood Boulevard and Carton Way, the Project shall provide a temporary moveable noise barrier between the construction equipment and receptor locations R1, R2, R3, R7 and R8, where feasible. The temporary noise barrier shall be designed with minimum 10 feet high and provide minimum 10-dBA noise reduction at the ground levels of receptor locations R1, R2 and R7, and 4-dBA noise reductions at the ground level of receptor locations R3 and R8.

Mitigation Measure NOI-MM-2: During the nighttime mat pour, locate construction equipment along the northern portion of the Project Site, as far from the residential uses on Carlton Way, to the extent feasible.

Mitigation Measure NOI-MM-3: Prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the commercial buildings adjacent to the Project Site to the west to inspect and document the apparent physical condition of the structures' readily-visible features. The inspection survey shall be made to the extent feasible from the public right of way and within the Project Site's property line.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at property line of the commercial and the historic apartment building adjacent to the Project Site during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.25 PPV and a regulatory level of 0.3 PPV. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.25 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible

steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities, utilizing lower vibratory techniques, and limiting high vibration generating equipment (i.e., large bulldozer, drill rig and loaded truck) operating within 20 feet of the building.

In the event the regulatory level (0.3 PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the adjacent building structures and visually inspect the building for any damage (by a qualified structural engineer). Results of the inspection must be logged, and repairs will be provided in the event any damage occurs. 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 measured and below the warning level.

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.

11. Summary of Alternatives

This Draft EIR examined four alternatives to the Project, including the No Project Alternative, the No Below-Grade Parking Alternative, the Reduced Development Alternative, and the All Residential Use Alternative. A general description of these alternatives is provided below. Refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives, a comparative analysis of the impacts of these alternatives with those of the Project, and a description of the alternatives considered but rejected as infeasible.

a. Alternative 1: No Project 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, No Project Alternative, assumes that the Project would not be implemented, no new permanent development would occur within the Project Site, and the existing environment would be maintained. Thus, the physical conditions of the Project Site would remain as they are today. Specifically, the existing buildings and surface parking 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 and on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance). 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 impacts with mitigation. Impacts associated with the remaining environmental issues would be less than those of the Project.

b. Alternative 2: No Below-Grade Parking Alternative

Alternative 2, the No Below-Grade Parking Alternative, would include the same uses and the same number of vehicle parking spaces (i.e., 894 spaces) as the Project. However, this alternative would eliminate the subterranean parking proposed by the Project and would instead provide parking in three above-grade parking levels and in a surface parking area. With the addition of the above-grade parking levels, the maximum building height would be increased compared to the Project from 35 floors to 38 floors (i.e., from 404 feet to 434 feet). As with the Project, Alternative 2 would include commercial uses and publicly accessible landscaped open space areas on the ground floor of the Project Site. The excavation depth would be reduced from 40 feet below ground surface to 6 feet below ground surface, and the associated soil export would be reduced from 210,000 cubic yards to 46,000 cubic yards. Additionally, as with the Project, Alternative 2 would remove 31,833 square feet of existing commercial uses and parking.

Alternative 2 would not avoid the Project's significant and unavoidable noise and vibration impacts. However, Alternative 2 would reduce the construction-related grading, excavation, and foundation phases of the Project such that the impacts above related to construction would occur for a shorter duration as compared to the Project (overall construction duration would be approximately 38 months compared to the Project's construction duration of 44 months). In addition, Alternative 2 would reduce several of the less than significant with mitigation impacts of the Project--archaeological resources, paleontological resources, construction-related hazards/hazardous materials and on-site vibration. Alternative 2 would also reduce some of the less than significant impacts of the Project (i.e., regional construction emissions, localized construction emissions, construction TACs, construction-related energy, construction-related fire protection, construction-related police protection, and construction-related water supply/infrastructure), while all other impacts would be similar to those of the Project. Alternative 2 would not result in greater impacts than the Project in terms of any of the environmental issues evaluated in this Draft EIR.

c. Alternative 3: Reduced Development Alternative

Alternative 3, the Reduced Development Alternative, would develop the same mix of uses as the Project but would reduce the total amount of new floor area by approximately 27 percent. Specifically, the Reduced Development Alternative includes the development of 201 residential units (including 44 dwelling units for very low income household occupancy), 136,000 square feet of office uses, and 22,042 square feet of commercial uses. The heights of the proposed buildings under Alternative 3 would be up to 27 stories with a maximum height of 316 feet. Upon completion, Alternative 3 would comprise 364,394 square feet of floor area (compared to the Project's 501,185 square feet of new floor area) with an FAR of 2.25:1. A total of 732 vehicle parking spaces would be provided within two subterranean parking levels (a reduction of one level compared to the Project) and surface and above-grade parking within the proposed podium, similar to the Project. Alternative 3 would require grading and excavation for the subterranean parking, which would extend to a maximum depth of 30 feet below ground surface (compared to the Project's proposed excavation depth of 40 feet below ground surface). It is estimated that approximately 160,000 cubic yards of soil export would be hauled from the Project Site under Alterative 3 (compared to the estimated 210,000 cubic yards of export for the Project). Additionally, as with the Project, Alternative 3 would remove 31,833 square feet of existing commercial uses and parking.

Alternative 3 would not avoid the Project's significant and unavoidable noise and vibration impacts. 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 several of the construction-related less than significant impacts and construction-related 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, water and energy infrastructure during construction) due to the reduction in excavation activities and overall duration of construction (36 months versus the Project's 44-month construction period). Alternative 3 would also reduce the Project's operational impacts due to the reduction in residential uses.

d. Alternative 4: All Residential Use Alternative

Alternative 4, the All Residential Use Alternative, would replace the office and most of the commercial (retail/restaurant) uses proposed under the Project with additional residential uses. Specifically, Alternative 4 would include the development of a 500,414-square-foot mixed-use project consisting of 500 residential units (compared to the Project's 350 residential units and including 44 dwelling units for very low income

household occupancy) and 1,000 square feet of commercial uses[1] (compared to the Project's 22,542 square feet of commercial uses). The Project's proposed 136,000 square feet of office uses would be eliminated under this alternative. Upon completion, Alternative 4 would comprise 500,414 square feet of floor area (compared to the Project's 501,185 square feet of new floor area) with the same 3.08:1 FAR as the Project. A total of 753 vehicle parking spaces would be provided within two subterranean parking levels (a reduction of one level compared to the Project) and surface parking (on a portion of the Project Site) and above grade parking within the proposed podium, similar to the Project. With the elimination of one level of subterranean parking under this alternative, the excavation depth would be reduced from 40 feet below ground surface to 30 feet below ground surface and the amount of soil export would decrease from 210,000 cubic yards to 160,000 cubic yards. Additionally, as with the Project, Alternative 4 would remove approximately 31,833 square feet of existing commercial uses and parking.

Alternative 4 would not avoid the Project's significant and unavoidable noise and vibration impacts, including those related to: on- and off-site noise during construction; and on- and off-site vibration during construction (pursuant to the significance threshold for human annoyance). Alternative 4 would also not avoid the Project's significant and unavoidable cumulative on- and off-site construction noise and cumulative on- and off-site construction vibration (human annoyance). However, Alternative 4 would reduce the construction-related grading, excavation, and foundation phases of the Project due to the development of one less subterranean parking level such that the significant unavoidable construction-related noise and vibration impacts would occur for a shorter duration as compared to the Project. In addition, Alternative 4 would reduce the less than significant with mitigation impacts of the Project (i.e., archaeological resources, paleontological resources, construction-related hazards/hazardous materials) and would reduce the majority of the other less than significant impacts of the Project. However, Alternative 4 would result in greater operations-related police protection and VMT impacts than the Project due to the greater number of residential units under this alternative.

e. 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.

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[1] *Assumed to be restaurant use to provide a conservative analysis.*

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project Alternative, would avoid all of the Project's impacts (i.e., would avoid the Project's significant unavoidable impacts, less than significant impacts w/mitigation, and less than significant 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 3, the Reduced Development Alternative, would be the Environmentally Superior Alternative.

Alternative 3 would result in less development compared to the Project. Specifically, Alternative 3 would include: approximately 364,394 square feet of total floor area as compared to the Project at 501,185 square feet. Comparatively, Alternative 2 would include 501,185 square feet and Alternative 4 would include 500,414 square feet of floor area. In addition, Alternative 3 would include 201 residential units as compared to the Project and Alternative 2 would include 350 units and Alternative 4 would include 500 units. All of this would result in a corresponding decrease in the environmental impacts of Alternative 3. Specifically, while Alternative 3 (like Alternatives 2 and 4) would not avoid the significant and unavoidable construction- and operations-related noise and vibration impacts of the Project, it would: (1) reduce these impacts; (2) reduce all of the Project's less than significant w/mitigation impacts (i.e., archaeological resources, paleontological resources, and construction-related hazardous materials); and (3) reduce the majority of the Project's less than significant impacts (i.e., air quality, construction, energy, greenhouse gas emissions, public services, transportation [specifically VMT and freeway safety analysis], water, wastewater, and energy). Furthermore, Alternative 3 would not result in greater impacts compared to the Project.

In summary, while Alternative 3 would not avoid the Project's significant and unavoidable impacts, Alternative 3 would reduce these impacts to a greater extent than would Alternatives 2 and 4. Furthermore, Alternative 3 would reduce more of the Project's other impacts than would Alternatives 2 and 4, and in many cases to a greater extent. Lastly, as indicated previously, Alternative 3 would not result in greater impacts than the Project. Therefore, of the range of alternatives analyzed, Alternative 3, the Reduced Development Alternative, would be the Environmentally Superior Alternative.