II. Project Description

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1. Project Summary

The proposed project (Project) includes development of a hotel on an approximately 0.28-acre site located at 1718 N. Vine Street (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project would include 240 guest rooms, approximately 2,742 square feet of guest amenities,[1] and approximately 5,373 square feet of shared guest and public spaces.[2] The building would have a maximum height of 185 feet and would consist of 13 above-ground levels (including a mechanical mezzanine level above Level 1) and five subterranean levels. Upon completion, the Project would result in approximately 73,440 square feet of new floor area and a maximum floor area ratio (FAR) of 6:1.

2. Environmental Setting

a. Project Location

As shown in Figure II-1 on page II-2, the Project Site is located in the Hollywood community of the City, approximately 6 miles northwest of downtown Los Angeles and approximately 12 miles northeast of the Pacific Ocean. The Project Site is specifically located at 1718 N. Vine Street. Primary regional access to the Project Site is provided via U.S. Route 101 (US-101), which runs north-south and is located approximately 0.2 mile north of the Project Site. Major arterials providing regional and sub-regional access to the Project Site include Vine Street, Hollywood Boulevard, and Sunset Boulevard. The Project Site has access to public transportation and is served by the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line rail service, as well as numerous bus lines. The closest Metro Red Line rail station is the Hollywood/Vine Station, located less than 300 feet south of the Project Site.

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[1] *Guest amenities would consist of a ground-floor lobby, and gym and restrooms on Level 12.*

[2] *Shared guest and public spaces would include the coffee bar and outdoor seating on the ground floor and the "living room" and covered terrace on Level 13.*

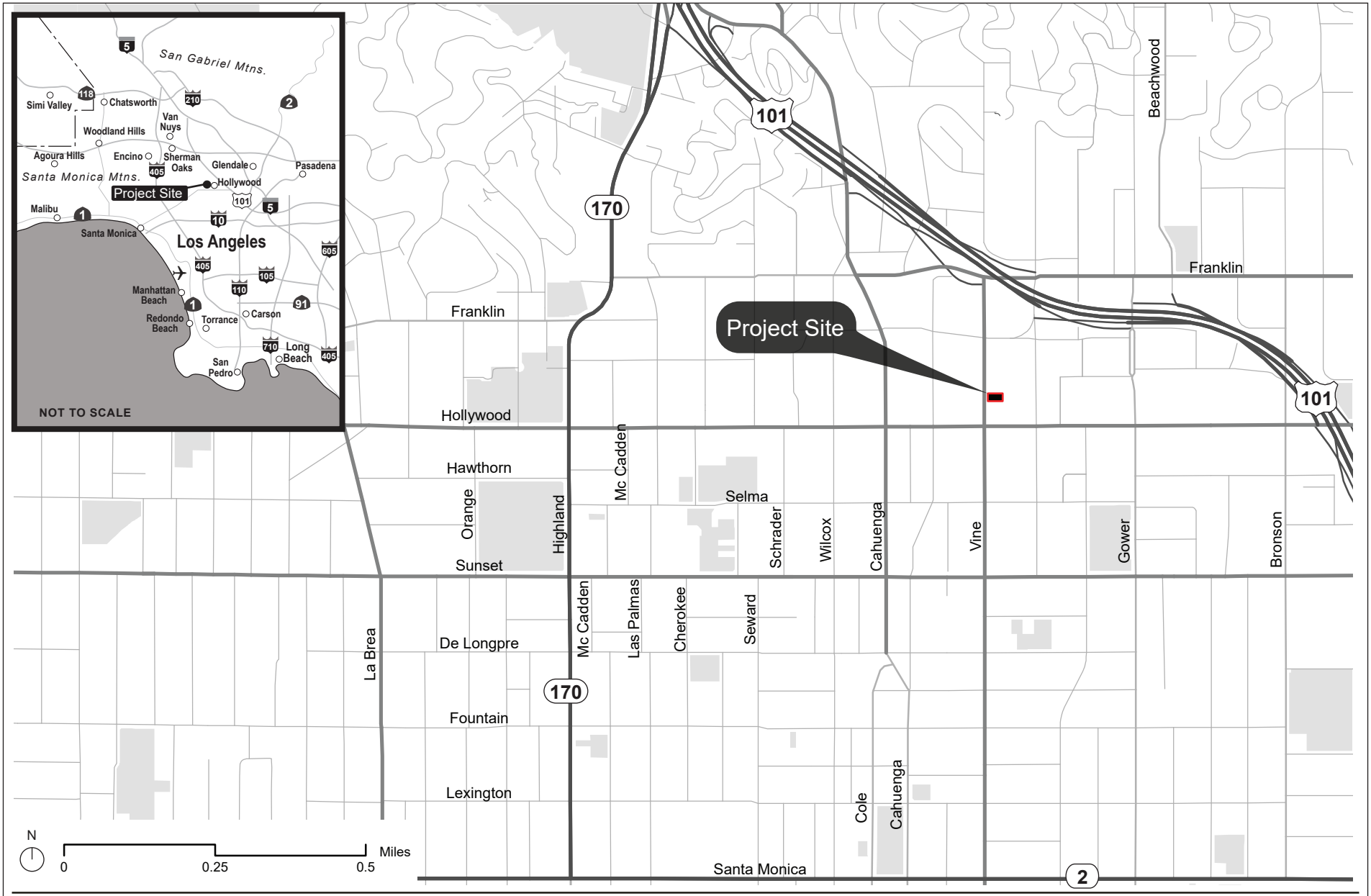

Figure II-1
Project Location Map

Source: LA County GIS; Eyestone Environmental, 2016.

b. Existing Uses

(1) Existing Conditions

The Project Site contains approximately 12,240 square feet of lot area, or 0.28 acre. As shown in the existing site plan provided in Figure II-2 on page II-4, the Project Site is currently occupied by a 6,393-square foot one-story commercial restaurant and nightclub building and adjacent paved surface areas. There are no open space areas, trees, or landscaping on the Project Site. Two Jacaranda street trees are located outside of the property line along Vine Street. Currently, there are no driveways providing vehicular access to the Project Site.

(2) Land Use and Zoning

(a) Hollywood Community Plan

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988, and designated for Regional Center Commercial land uses by the Community Plan. Corresponding zoning designations for this land use designation include the C2 (Commercial), C4 (Commercial), P (Parking), PB (Parking Building), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones of the Los Angeles Municipal Code (LAMC). The Project Site is subject to Footnote 9 of the Community Plan's land use map, which establishes a base development intensity equivalent to a 4.5:1 floor area ratio (FAR), with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

(b) City of Los Angeles Municipal Code

The Project Site is zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The C4 zone permits a wide array of land uses, such as retail stores, offices, hotels, and theaters. For projects combining commercial and residential uses, such as the Project, the C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation, and pursuant to LAMC Section 12.22 A.18, also permits any land use permitted in the R5 (Multiple Residential) zone, which includes multi-family dwellings with a minimum lot area of 200 square feet per dwelling unit, as well as guest rooms with no minimum lot area requirement. The Height District 2 designation, in conjunction with the C4 zone, does not impose a height limitation but does impose a maximum FAR of 6:1. The "D" limitation of the Project Site's zoning, however, further limits the total floor area contained in all buildings to a base FAR of 3:1 (per Ordinance No. 165,659, adopted in 1990), which may be exceeded with the approval of the Community Redevelopment Agency and the City

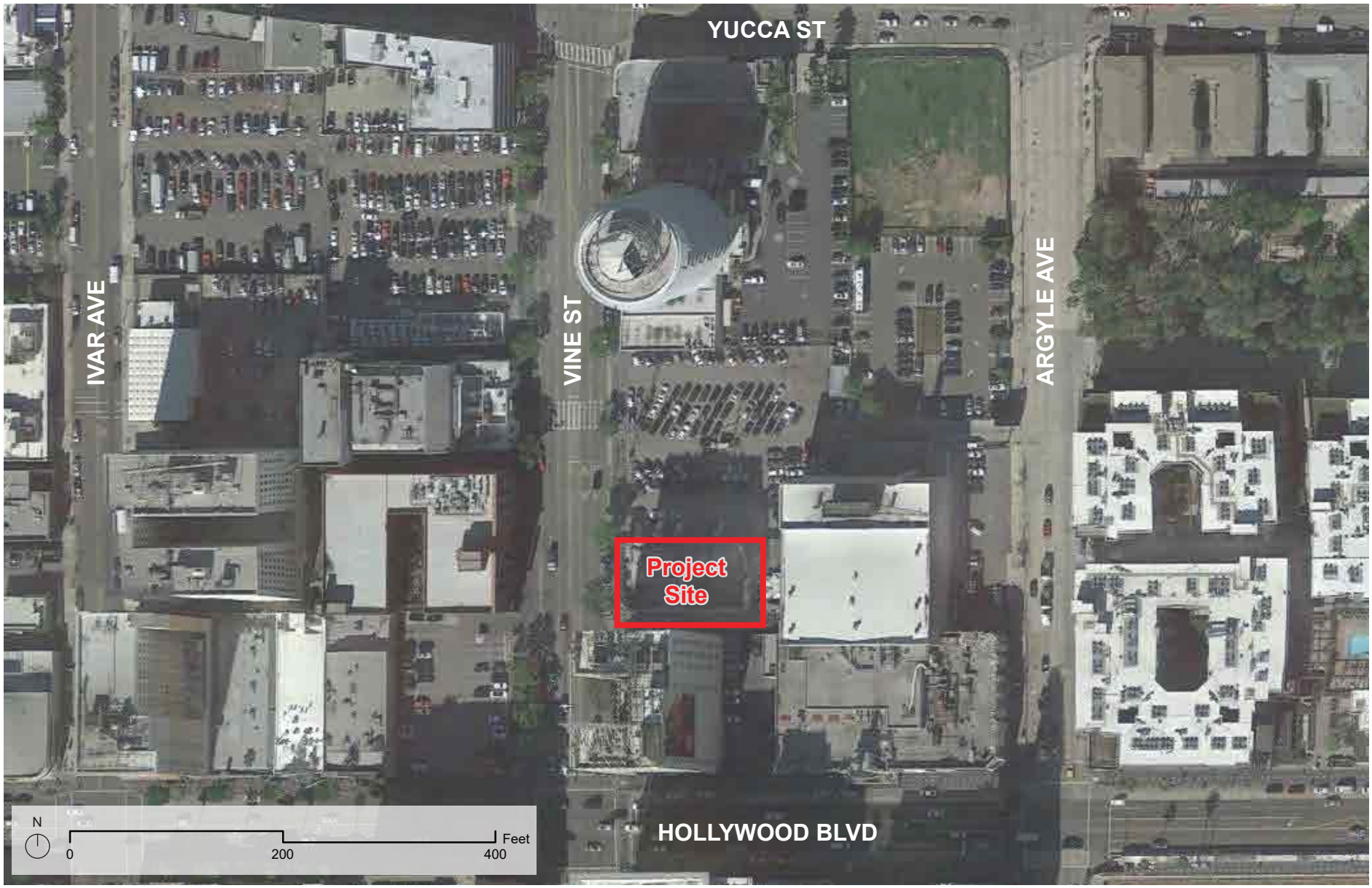

Figure II-2
Aerial Photograph of the Project Vicinity

Source: Google Earth, 2016.

Planning Commission. The SN designation indicates that the Project Site is located in the Hollywood Signage Supplemental Use District (HSSUD).

(c) Other Applicable Designations

The Project Site is also located within the boundaries of the Hollywood Redevelopment Project area, a Transit Priority Area pursuant to Senate Bill (SB) 743, the former Los Angeles State Enterprise Zone, and the Hollywood Entertainment District Business Improvement District.

c. Surrounding Uses

The Project Site is located in a highly urbanized area, as illustrated in the aerial photograph provided in Figure II-3 on page II-6. Surrounding uses immediately adjacent to the Project Site include a surface parking lot to the north; the Pantages Theatre to the east; multi-family residential and restaurant uses to the south; and the Redbury Hollywood Hotel to the west across Vine Street. Other uses in close proximity to the Project Site include the W Hotel located approximately 300 feet to the south, and the Capitol Records Building located approximately 300 feet to the north.

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to revitalize the Project Site by developing a high quality hotel development project that provides new lodging opportunities to serve the Hollywood community as well as publicly accessible neighborhood-serving restaurant and bar uses that encourage pedestrian activity in the vicinity of the Project Site. As set forth in the CEQA Guidelines, the Project's specific objectives are provided below.

- Support and expand tourism and business activity in the Hollywood Community Plan area by developing new lodging opportunities that are easily accessible to entertainment and commercial destinations in Hollywood..
- Reduce vehicular trips and promote local and regional mobility objectives by developing a hotel use with convenient access to a variety of alternative transportation options including walking, biking, and public transit, and in close proximity to popular tourist destinations.

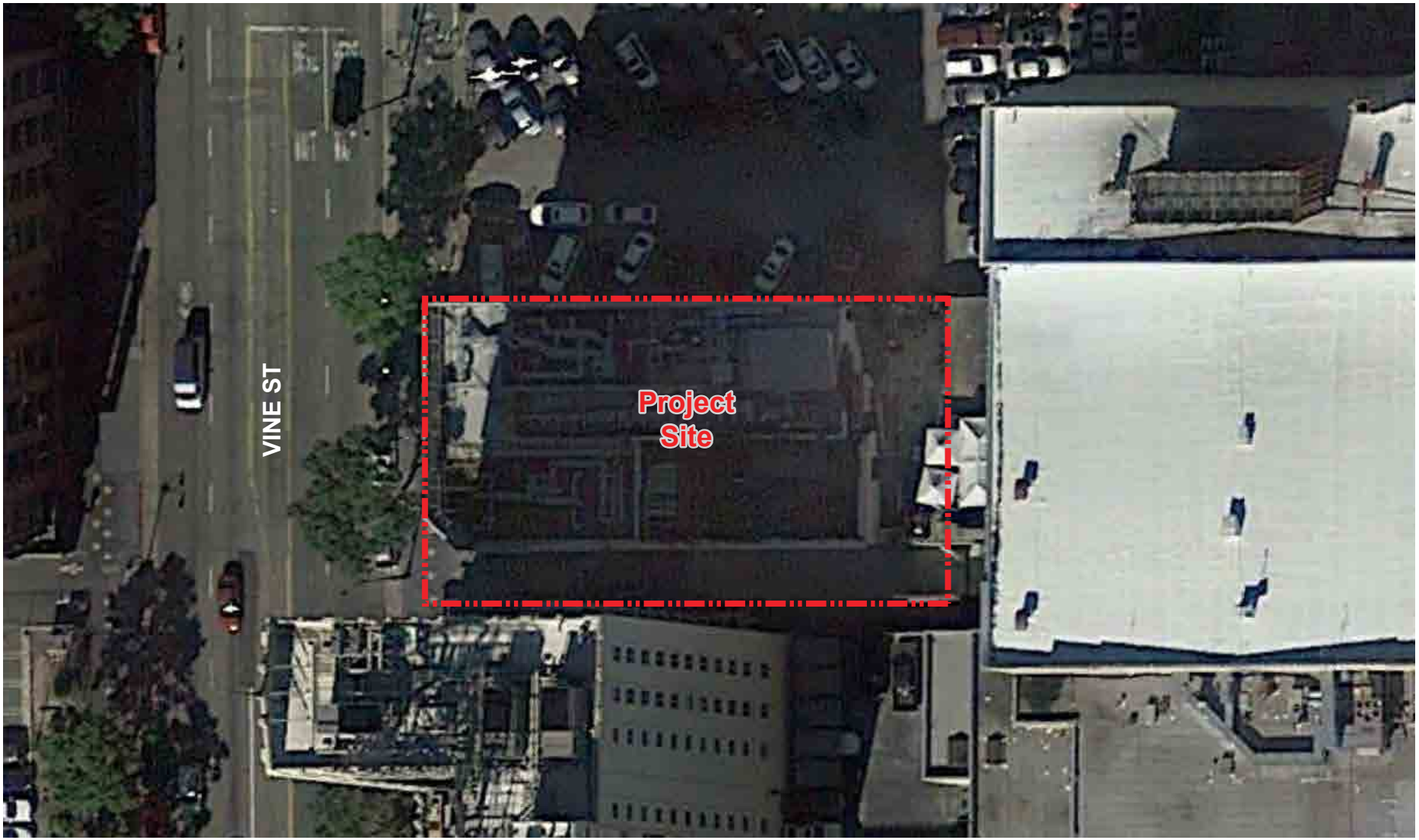

Figure II-3
Existing Site Plan

Source: Google Earth, 2016.

- Redevelop an underutilized site by replacing the existing surface parking and moderate commercial use with an economically viable and aesthetically attractive development on a physically constrained site that will be physically and programmatically compatible with the variety of urban uses in the vicinity.

- Meet the objectives of the City's Walkability Checklist and Citywide Design Guidelines to improve the pedestrian experience through the creation and improvement of publicly accessible spaces, including neighborhood-serving commercial uses, at the Project Site.

- Provide short- and long-term employment opportunities and maximize transient occupancy tax revenue for the City.

4. Description of the Project

a. Project Overview

The Project proposes to remove the existing commercial building and paved surface areas in order to construct a new hotel with 240 guest rooms. Figure II-4 on page II-8 provides a Conceptual Site Plan for the Project. As summarized in Table II-1 on page II-9 and described in detail below, upon completion, the Project would result in approximately 73,440 square feet of new floor area and a FAR of up to 6:1.

The proposed building would have a maximum height of 185 feet. The ground floor level would include the hotel lobby, a self check-in kiosk, a luggage room, as well as a publicly-accessible coffee bar with an outdoor seating area fronting Vine Street. A mezzanine level containing mechanical equipment would be located above the ground floor. The hotel's proposed 240 guest rooms would be located on Levels 2 through 11 of the building. Table II-2 on page II-10 provides a summary of floor plans and square footages. Floor Plans A and B are standard rooms measuring approximately 152 to 154 square feet. Floor Plan C rooms are larger, 285-square-foot rooms that comply with the Americans with Disabilities Act's (ADA) requirements. All rooms would contain private bathrooms, and room features such as lighting, blinds, temperature controls, and electronics would be operated by using a tablet. Level 12 would contain a 817-square-foot gym for hotel guest use, restrooms, back of house uses, and mechanical equipment. citizenM's 3,742-square-foot "living room" concept, which provides lounge seating, a floor-to-ceiling display of curated books, workspace areas, and a limited-service food and beverage bar called "canteenM" for hotel guest and public use would be located on Level 13. Level 13 would also include publicly-accessible terraces with seating areas and landscaping. Vehicle and bicycle parking for the proposed uses would be located within five subterranean levels, consisting of one level for attended bicycle parking and four levels of vehicular parking accessible by valet only. Additional mechanical equipment would also be located on the roof level, as well as within the subterranean parking levels.

Figure II-4
Conceptual Site Plan

Source: Gensler, 2018.

Table II-1
Summary of Proposed Floor Area

Land Use Type	Floor Area[a]
Guest Rooms	
Levels 2–11	39,340 sf
Subtotal	*39,340 sf*
Guest Amenity Spaces	
Level 1 Lobby	1,248 sf
Level 12 Restrooms	677 sf
Level 12 Hotel Guest Gym	817 sf
Subtotal	*2,742 sf*
Shared Guest & Public Spaces	
Level 1 Outdoor Seating[b]	563 sf
Level 1 Coffee Bar	280 sf
Level 13 Living Room & Covered Terrace	4,530 sf
Subtotal	*5,373 sf*
Corridors, Elevator Lobbies, and Circulation	
Elevator Lobbies and Circulation (Levels 1, 1M, 12, & 13)	3,015 sf
Guestroom Corridors (Levels 2–11)	20,340 sf
Subtotal	*23,355 sf*
Back of House	
Level 1	603 sf
Level 12	1,314 sf
Level 13	497 sf
Roof Level	216 sf
Subtotal	*2,630 sf*
Total	**73,440 sf**

sf = square feet

[a] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas." In addition, in accordance with LAMC Section 12.21.1 A.5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements.*

[b] *The ground-level outdoor seating area is beneath the overhanging second floor of the Project, and therefore is counted as floor area.*

Source: Gensler, 2018; Eyestone Environmental, 2018.

Table II-2
Summary of Room Types

Floor Plan	Square Feet per Room	Total Number of Rooms
A	152 or 154	110
B	152 or 154	110
C	285	20
Total Units		**240**

Source: Gensler, 2018; Eyestone Environmental, 2018.

The Project would include original art murals on the southwest corner and the north elevation of the building as part of the exterior building design. These original art murals would be reviewed and approved by the City's Department of Cultural Affairs pursuant to the City's adopted mural regulations and would comply with all relevant City regulations regarding original art murals. No on- or off-site signage would be included as part of the proposed original art murals.

b. Open Space and Landscaping

Landscaping would be provided in the outdoor areas throughout the Project Site and would include a mix of trees, shrubs, and large planters. The landscape design would include benches and seating, and would utilize drought-tolerant plant materials that are native to Los Angeles where feasible. The Project would retain one Jacaranda street tree located near the northwest corner of the Project Site and remove the second Jacaranda street tree where the Project's required driveway would be constructed. Following the construction of the Project's driveway, there will no longer be sufficient space to plant a replacement street tree along the Project Site's frontage. Accordingly, and pursuant to the City's Urban Forestry Division policies, the Jacaranda proposed for removal would be replaced with two 15-gallon trees that would be donated to the City in coordination with the Urban Forestry Division.

c. Access, Circulation, and Parking

As shown in Figure II-4 on page II-8, vehicular access to the Project Site would be provided via a new two-way driveway entrance off of Vine Street that leads to a portico for guest drop-off and vehicle/bicycle valet services, as well as loading and trash areas and parking garage elevators at the rear of the Project Site. The parking elevators would be exclusively used and operated by the hotel's valet parking attendants to gain access to the Project's subterranean parking spaces. Pedestrian access within and around the Project Site would be enhanced via sidewalks, new landscaping, original art mural artwork, and

decorative pavement within the hotel's entrance area and along the perimeters of the Project Site. Public access to the hotel lobby would be provided from Vine Street.

As shown in Table II-3 on page II-12, the Project would be required to provide a total of 79 vehicular parking spaces per LAMC requirements when accounting for permitted reductions for providing adequate bicycle parking in accordance with LAMC Section 12.21.A.16 as well as a further permitted reduction in parking requirements in connection with a legislative land use ordinance (i.e., the Project's requested zone and height district change) pursuant to LAMC Section 12.32 P. The Project would provide 79 vehicular parking spaces within five subterranean levels of parking in accordance with LAMC requirements. All vehicular parking would be valet only.

The Project would also provide short- and long-term bicycle parking in accordance with LAMC requirements, as summarized in Table II-4 on page II-13. The Project would be required to provide a total of 27 short-term spaces and 27 long-term spaces. In consideration of the wealth of transportation alternatives for hotel guests in the vicinity of the Project Site, and in accordance with LAMC Section 12.21.A.16, the Project would also provide an additional 18 bicycle parking spaces, thereby qualifying for the maximum allowable reductions in the number of vehicular parking spaces permitted by LAMC Section 12.21 A.4. A total of 72 bicycle parking spaces would be provided below-grade in an attended bicycle parking service, and all bicycles would be parked and retrieved by parking attendants or hotel ambassadors.

d. Lighting and Signage

Project lighting would include architectural lighting for the buildings, and exterior lights adjacent to buildings and along pathways for aesthetic, security, and wayfinding purposes. Project lighting would comply with current energy standards. All on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. In addition, interior lighting would be equipped with occupancy sensors and/or timers that would be controlled based on room occupancy, thus reducing lighting load and glare. Further, all exterior and interior lighting would meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. All light sources would be shielded and/or directed toward areas to be Illuminated, thereby minimizing spill-over onto nearby sensitive areas. In addition, new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and thus would maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Project signage would be designed to be aesthetically compatible with the proposed architecture of the Project and other signage in the area. The Project is within the

Table II-3
Required Vehicular Parking

Use Type	Units/Square Feet/Rooms	LAMC Requirement	No. of Spaces Required
Commercial			
Restaurant and bar (Level 1 coffee shop and Level 13 living room and terrace)	5,373 sf	1 sp/500 sf[a]	11
Subtotal			*11*
30-Percent Bicycle Parking Reduction[b]			*-3*
Subtotal with Bicycle Parking Reduction			*8*
Hotel			
1–30 Rooms	30 rm	1 sp/rm	30
31–60 Rooms	30 rm	0.5 sp/rm	15
Over 60 Rooms	180 rm	0.33 sp/rm	60
Subtotal			*105*
15-Percent Bicycle Parking Reduction[c]			*-15*
Subtotal with Bicycle Parking Reduction			*90*
Total Vehicle Parking Required without Bicycle Parking Reduction			**116**
Total Vehicle Parking Required with Bicycle Parking Reduction			**98**
20-Percent Legislative Land Use Approval Reduction[d]			***19***
Total Vehicle Parking Required			**79**

sf = square feet

sp = spaces

rm = rooms

[a] *Requirement due to the Project Site's location in the Hollywood Redevelopment Plan area, pursuant to LAMC Section 12.21.A.4(x)(3)(2).*

[b] *Thirty-percent reduction permitted due to the Project Site's adjacency to transit (Metro Red Line station), pursuant to LAMC Section 12.21.A.4.*

[c] *Fifteen-percent reduction permitted for hotels due to the Project Site's adjacency to transit (Metro Red Line station), in accordance with LAMC Section 12.21.A.4.*

d *Twenty-percent parking requirement reduction permitted in conjunction with a legislative land use approval, pursuant to LAMC Section 12.32 P.*

Source: Gensler, 2018; Eyestone Environmental, 2018.

boundaries of the HSSUD and would comply with all related requirements under this district. Proposed signage would include project identity signage and general ground-level and wayfinding pedestrian signage. Wayfinding signs would be located at elevator lobbies, vestibules, and hotel guest corridors. No off-site signage is proposed as part of the Project.

Table II-4
Required Bicycle Parking

Use Type	Units/Square Feet/Rooms	LAMC Requirement	Required Short-Term	Required Long-Term
Hotel	240 rm	1 sp/10 rm (short-term) 1 sp/10 rm (long-term)	24	24
Hotel Subtotal			*48 spaces*	
Additional Bicycle Parking to Achieve 15-Percent Hotel Vehicle Parking Reduction[a]			*12 spaces*	
Restaurant and Bar(Level 1 coffee shop and Level 13 living room and terrace)	5,373 sf	1 sp/2,000 sf (short-term) 1 sp/2,000 sf (long-term)	3	3
Restaurant Subtotal			*6 sp*	
Additional Bicycle Parking to Achieve 30-Percent Commercial Vehicle Parking Reduction[b]			*6 sp*	
Total Bicycle Parking Required			**72 sp**	

sf = square feet

sp = spaces

rm = rooms

[a] *In accordance with LAMC Section 12.21.A.4, a 15-percent reduction is permitted for hotels due to the Project Site's adjacency to transit.*

[b] *Pursuant to LAMC Section 12.21.A.4, a 30-percent reduction for commercial uses is permitted due to the Project Site's adjacency to transit.*

Source: Gensler, 2018; Eyestone Environmental, 2018.

e. Sustainability Features

The Project incorporates the principles of smart growth and environmental sustainability, as evidenced by its proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses. The Project Site is specifically located less than 300 feet north of the Hollywood/Vine Station, which is served by the Metro Red Line, and is within walking distance to numerous bus lines, including those with service that runs every 15 minutes or less during daytime hours. The Project is a prime candidate to meet the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) standards for certification of environmentally sustainable buildings. The Project would incorporate LEED® features capable of achieving Silver certification under the USGBC's LEED® v4 Rating System. Specific sustainability features would include the following:

(1) Energy Conservation & Efficiency

Sustainable strategies that demonstrate the Project's commitment towards total energy reduction include:

- Complying with Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that would be implemented may include, but not be limited to, high performance glazing on windows, appropriately oriented shading devices, high-efficiency boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize solar and thermal gain.

- Application of energy-saving technologies and components to reduce the project's electrical usage profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and energy-efficient heating and cooling equipment.

- Installation of ENERGY STAR–labeled products and appliances where appropriate.

- During operations in order to achieve maximum efficiency, while maintaining safety for residents and visitors, exterior lighting elements will be controlled by light sensors and/or time clocks to avoid over-lighting as appropriate.

- Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to established requirements.

- Ensuring that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.

- Installation of photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

- Installation of occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

- Designing exterior walls finished with light colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

(2) Water

Specific water conservation strategies include:

- Ensuring that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction.

- Preparing and implementing a Standard Urban Stormwater Mitigation Plan (SUSMP), in accordance with the Los Angeles County Regional Water Quality Control Board (LARWQCB) Municipal Separate Storm Sewer System (MS4) Program. The SUSMP shall incorporate Best Management Practices (BMPs).

- Complying with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

- Complying with LARWQCB's General National Pollutant Discharge Elimination System (NPDES) Permit and General Waste Discharge Requirements (WDRs) (Order No. R4- 2012-0175, NPDES No. CAS004001) governing construction-related dewatering discharges (the General Dewatering Permit).

- Complying with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use of drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, setting automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and watering less in the cooler months and during the rainy season).

- Selecting plumbing fixtures compliant with the Los Angeles Department of Water and Power (LADWP) requirements for new development in the City, which include:

  - High-efficiency toilets (1.28 gallons per flush or less, including dual flush toilets in single-use bathrooms);

  - High-efficiency urinals (0.125 gallon per flush or less, including waterless urinals);

  - Restroom faucet flow rate of 0.35 gallon per minute or less;

  - Public restroom self-closing faucets;

  - Showerhead flow rate of 1.5 gallons per minute or less;

  - Limit of one showerhead per shower stall;

- High-efficiency clothes washers (water factor of 6.0 or less);
- High-efficiency dishwashers (ENERGY STAR rated);
- Cooling towers operated at a minimum of 5.5 cycles of concentration;
- Prohibition of single-pass cooling (i.e., the use of potable water to extract heat from process equipment);
- Irrigation system requirements:
    - Weather-based irrigation controller with rain shutoff;
    - Flow sensor and master valve shutoff (large landscapes);
    - Matched precipitation (flow) rates for sprinkler heads;
    - Drip/microspray/subsurface irrigation where appropriate;
    - Minimum irrigation system distribution uniformity of 75 percent;
    - Proper hydro-zoning, turf minimization; and use of native/drought tolerant plant materials;
    - Use of low impact development (LID) flow-through planters within common site areas that are not located above subterranean parking.
    - Use of landscape contouring to minimize precipitation runoff; and
    - Use of separate metering or submetering for all irrigated landscapes of 5,000 square feet or more.

(3) Land

Fundamental strategies include mitigating heat island effect and maximizing alternative modes for transportation. Specific strategies include:

- Designing all walking areas with the appropriate solar reflectance index.
- White, high albedo, and reflective material shall be used for roofing in order to have a minimum three-year aged solar reflectance and thermal emittance, or a minimum aged Solar Reflectance Index (SRI) equal to or greater than specified by the City's cool roof ordinance and California standards for reflectivity and emissivity to reject heat.
- Locating all parking below ground.

- Incorporating passive energy efficiency strategies, such as roof overhangs, porches and inner courtyards to minimize heat transference.

- Preparing and implementing a Transportation Demand Management (TDM) Plan that would promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce project trips and and/or vehicle miles traveled.

- Providing on-site bicycle storage for visitors and employees.

- Locating site in a previously developed neighborhood with accessibility to multiple public transportation lines.

(4) Materials and Resources

Specific strategies associated with materials and resources include:

- Diverting at least 75 percent of construction and demolition debris from landfills.

- Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

- Specifying building materials with at least 10 percent recycled content for the construction of the Project.

(5) Air Quality

Additional specific strategies regarding air quality include:

- Designing interior finish materials, including adhesives, sealants, paints, flooring, and composite wood products, with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.

- Designing the HVAC system to optimize exterior and interior air-flow to ensure healthy indoor air quality.

- Complying with South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

  – Water active grading/excavation sites and unpaved surfaces at least three times daily;

- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the Project Site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
- Post an information sign at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

f. Project Construction and Scheduling

Project construction is anticipated to occur over an approximate period of 21 months, beginning in 2020, and is estimated to be completed in 2022. Construction of the Project would commence with removal of the existing commercial building, paved areas and associated utilities, followed by parking excavation. Upon completion of excavation the foundations will be constructed, followed by vertical building construction, paving/concrete, and landscape installation. The Project would have a maximum excavation depth of 55 feet and require a total of approximately 29,300 cubic yards of soil removal from the Project Site.

As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route program would be subject to review and approval by the Los Angeles Department of Building and Safety (LADBS) and the Los Angeles Department of Transportation (LADOT). It is anticipated that excavated materials will be taken to the Chiquita Canyon Landfill, and that staging of haul trucks and delivery vehicles at the Project Site may occur along Vine Street. Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US-101, arriving haul truck traffic would exit US-101 at Hollywood Boulevard, travel westbound to Vine Street and north to the Project Site. Departing haul truck traffic would turn left onto Vine Street, travel south to Hollywood Boulevard, then eastbound to access US-101 ramps and continuing to the Chiquita Canyon Landfill via State Route 170, Interstate 5, Newhall Ranch Road, and Henry Mayo Drive.

5. Requested Permits and Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but are not limited to, the following:

- Vesting Zone/Height District Change from C4-2D-SN to (T)(Q)C4-2D-SN pursuant to LAMC Section 12.32 F and Q to allow for a FAR of 6:1 in lieu of 3:1 (per Ordinance No. 165,659);

- Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to allow reduced side and rear yard setbacks;

- Site Plan Review pursuant to LAMC Section 16.05;

- Master Conditional Use Permit pursuant to LAMC Section 12.24 W.1 for the sale and/or dispensing of alcoholic beverages for a maximum of three (3) on-site full line permits, including within the hotel's publicly accessible "living room" and ground-level coffee bar and throughout the hotel's guest room floors pursuant to in-room service;

- Findings of consistency with the Hollywood Community Plan and objectives in the Hollywood Redevelopment Plan Section 506.2.3, including approval of a written agreement with CRA/LA, a Designated Local Authority, or a successor agency, to permit FAR in excess of 4.5:1;

- Pursuant to LAMC Section 12.32 P, and in conjunction with the Project's requested zone and height district change, the Applicant will be requesting that the City Council reduce the Project's parking requirement by 20 percent; and

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.