FINDINGS

ENTITLEMENT FINDINGS

General Plan/Charter Findings

1. The General Plan Amendment Will Further the Purposes, Intent and Provisions of the General Plan (Charter Section 556).

The Director-initiated General Plan Amendment and requested Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

General Plan Land Use Designation

The Project Site is located within the Hollywood Community Plan area, which was adopted by the City Council in 1988. The 34,152 square-foot (0.78-acre), irregularly-shaped Project Site is generally bounded by Seward Street to the west, Romaine Street to the south, and Hudson Avenue to the east. The Community Plan currently designates the Project Site for Limited Manufacturing and Medium Residential land uses, corresponding to the MR1 and R3 Zones. The site is zoned MR1-1 (Restricted Industrial Zone, Height District 1) and R3-1 (Multiple Family Residential, Height District 1). The MR1 Zone allows for offices, banks, clinics, restaurants, various manufacturing uses, parking, among other uses. No setbacks are required for front yards, side yards, and rear yards for non-residential uses in the MR1 Zone. Height District 1 imposes an FAR of 1.5:1 with no height or story limit. The R3-1 Zone allows for multiple dwellings, care facilities, group homes, and senior housing uses. Front and rear yard setbacks are required to be 15 feet and side yard setbacks shall not be less than five feet. Height District 1 imposes a 45-foot height limit and 3:1 FAR.

As proposed, the General Plan Amendment would re-designate the eastern portion of the Project Site from Medium Residential to Limited Manufacturing. In addition, a Vesting Zone Change and Height District Change would modify the existing zoning from MR1-1 and R3-1 to (T)(Q)M1-2D uniformly across the entire Site. Height District 2 allows for a 6:1 FAR however the D-Limitation would further limit the FAR to 4.4:1. The proposed Limited Manufacturing land use designation has the following corresponding zones: MR1, M1, P, and PB. Thus, the recommended (T)(Q)M1-2D Zone would be consistent with the adoption of the proposed land use designation and in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Hollywood Community Plan.

General Plan Text

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the following Elements of the General Plan: Framework Element, Mobility Element, Health and Wellness and Air Quality Elements, the Land Use Element – Wilshire Community Plan, and the 2021-2029 Housing Element.

Framework Element

The Los Angeles General Plan sets forth goals, objectives, and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions. The proposed Height District Change changes the Property's Height Districts from No. 1 to 2 with a new D-Limitation. The Property is not in a specific plan area. The Project is also in conformance with purpose and intent of the various elements of the General Plan, including the Framework Element that sets forth a strategy for long-range growth and development providing a context for updates to community plans and citywide elements. Many of the Project's characteristics are in line within the objectives from the various chapters of the Framework Element outlined below.

Chapter 3: Land Use

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Objective 3.2: *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

Objective 3.4: *Encourage new multi-family, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Goal 3J: *Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.*

Objective 3.14: *Provide land and supporting services for the retention of existing and attraction of new industries.*

Policy 3.14.2: *Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.)*

The Project's mix of uses would reduce trips by further concentrating production-related uses, building on the synergistic environment of the Hollywood Media District, and would also locate new jobs near the significant increase of residential uses planned within its immediate surroundings in Hollywood. As a result, the Project would accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. The Project is also consistent with the type of developments the City encourages as it places new development in an existing neighborhood district (the Hollywood Media District) while preserving the surrounding neighborhoods. The 136,842 square feet of new office space, 11,152 square feet of restaurant uses, and 2,464 square feet ground floor retail uses provides job opportunities for the City's residents, which would maintain the City's fiscal viability.

The Project also includes bicycle parking facilities for patrons and tenants. With a supportive design, tenants are also encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less as the Project would include a wide range of uses, have neighborhood resources located within the building or nearby, and provide employment opportunities in proximity to housing. Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the media production developments of the surrounding properties.

The commercial ground floor space is designed to attract and increase pedestrian activity. The commercial component located on the ground floor fronts Seward Street and Romaine Street, which would activate and attract pedestrian interest. The commercial uses may provide neighborhood-serving uses such as restaurant and retail to benefit nearby residents. Interest at the street level is created by providing pedestrian-oriented commercial uses around the Property.

As such, the Project is consistent with the applicable goals, objectives, and policies in the Land Use Chapter of the Framework Element.

Chapter 5: Urban Form and Neighborhood Design

Objective 5.5: *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

Objective 5.9: *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

Policy 5.9.1: *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.*

Policy 5.9.2: *Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.*

The Project proposes to be constructed as high-quality office building that incorporates design elements reminiscent of the industrial media production studios while providing a new contemporary glass façade structure, creating a distinctive character. The Project would include many design elements that would contribute to the neighborhood's industrial and commercial uses, supportive of pedestrian circulation, and offer a transitional buffer between the residential-zone properties to the east and the heavy industrial-zoned properties to the west. Consistent with an urban context, the Project has been designed to be pedestrian-oriented with ground floor commercial uses fronting two of its three street frontages. The new ground floor commercial uses would consist of several establishments, each with its own entrance directly from the street. Additionally, the northeast corner of Seward Street and Romaine Street would include outdoor public open space.

The design of the ground floor articulation and the partially landscaped terraces support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many design elements that would improve the public environment and the ground floor open space that would also contribute to a more comfortable, safe, and pleasant pedestrian atmosphere. Furthermore, tenants and patrons on-site throughout the day and night would act as natural surveillance for the surrounding neighborhood in addition to the security measures such as adequate lighting and clear definition of spaces. These project design features will put eyes on the street.

Thus, the Project would be consistent with the Urban Form and Neighborhood Design Chapter of the Framework Element.

Chapter 7: Economic Development

> ***Objective 7.2:*** *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

The Project is an appropriate mix of light industrial and commercial uses and intensity for this location as it is located within a growing creative office and innovation hub of the Hollywood Media District, which would support the economic development of the community, the greater Hollywood area, and its residents. The variety of uses of the Project would contribute to the District's creative office and innovation hub with ground floor space to provide neighborhood resources to the community. Additionally, the Project reflects a transition of use and form from the residential areas to the east to the industrial areas to the west. The Project is supportive of active transportation modes as it has a pedestrian-oriented design, provides bicycle parking, and its proximity to a growing residential community would lead to a reduction in driving and congestion, reduction in air emissions, lower costs to businesses and commuters, and a higher quality of life. Further, the Project has been designed to be equivalent to the Leadership in Energy and Environmental Design (LEED) Silver – Green Building Rating System standards to reduce energy consumption.

Thus, the Project would be consistent with the Economic Development Chapter of the Framework Element.

Mobility Plan 2035

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following goals of the Mobility Element as described below.

> ***Policy 2.3:*** *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Policy 2.6:*** *Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*
>
> ***Policy 3.1:*** *Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system*
>
> ***Policy 3.3:*** *Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services*
>
> ***Policy 3.8:*** *Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.*
>
> ***Policy 5.1:*** *Encourage the development of a sustainable transportation system that promotes environmental and public health;*
>
> ***Policy 5.2:*** *Support ways to reduce vehicle miles traveled (VMT) per capita; and*

Policy 5.4: *Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.*

The development of the Project advances the above-referenced policies by promoting ground floor pedestrian activity and circulation while providing sufficient and safe facilities for bicyclists. The architecture of the ground floor commercial component is well articulated with much of the commercial space located along the property line along its street frontages. The ground floor has been designed to activate the street level and is aesthetically pleasing and inviting for guests and tenants that commute by foot. There are multiple entrances to the various commercial components of the Property along Seward Street and Romaine Street that are safe and accessible to pedestrians. The Project's design, including ground floor treatment, would encourage daytime and nighttime pedestrian activity along the adjacent street frontages pedestrian friendly design, which would also further the policies of the Mobility Plan 2035. The Project has been designed so that the ground floor is well articulated with landscaped streetscapes, which activates the street level and is aesthetically pleasing and inviting for guests and tenants that commute by foot.

Similarly, the Project has considered and will provide access for all modes of travel, including for pedestrians, bicyclists, and transit users. Employees, tenants, and patrons that bike are conveniently welcomed to the various parts of the Project with safe, well-lit, and convenient bicycle parking options would be located on-site in the Project's parking garage as well as short term bicycle parking located near the pedestrian entrances. Additionally, the Project would provide shower and locker facilities on the ground floor for those who choose to cycle to the Site. Therefore, the Project is supportive of active transportation modes, such as walking and bicycling.

Furthermore, the Project Site is served by bus lines operated by Metro along Santa Monica Boulevard, Highland Avenue, and Vine Street. Metro Local Route 4 is located within 0.2 mile of the Project Site and runs eastbound to Los Angeles and westbound to Santa Monica via Santa Monica Boulevard, with a bus stop located northwest of the Project Site at Wilcox Avenue and Santa Monica Boulevard. Metro Local Routes 210 and 224 also operate within 0.5 mile of the Project Site. Additionally, the LADOT's DASH Hollywood line also operates 0.4 mile north of the Project Site.

Additionally, the Project's proximity to nearby residential and commercial uses would reduce vehicular trips to and from the Project, vehicle miles traveled, and improve air pollution. The Project would provide code-required bicycle parking supporting "first mile, last mile solutions," enabling tenants and guests improved access to the Project. The Project is also conditioned to provide electric vehicle charging stations and a micro-mobility transportation program.

Therefore, the Project is supportive of active transportation modes, such as walking and bicycling. The Project is consistent with the applicable policies of the Mobility Plan as it is located within walking distance of high-quality transit options, includes ample bicycle parking and facilities, and improves the pedestrian experience. Thus, the services and commercial uses provided by the Project will be more accessible to those without automobiles and encourage those with cars to use other modes of transit which reduces vehicle trips, vehicle miles traveled, greenhouse gases, and air pollution.

Street Standards

The Project Site is bounded by Seward Street to the west, Romaine Street to the south, Hudson Avenue to the east, and various commercial, residential, and industrial uses to the north. The Mobility Plan classifies Seward Street, Romaine Street, and Hudson Avenue as Local Streets – Standard.

Project-Adjacent Street Standards					
Street		**Existing Dimensions *(Per PCRF)***	**Mobility Plan**	**Required Dedication & Widening *(Per PCRF)***	**Proposed Project**
Seward St	ROW	25 ft (half)	30 ft (half)	5 ft dedication 3 ft widening	Maintain the existing dimensions
	Roadway	15 ft (half)	18 ft (half)		
Romaine St	ROW	25 ft (half)	30 ft (half)	5 ft dedication 1 ft widening	Maintain the existing dimensions
	Roadway	17 ft (half)	18 ft (half)		
Hudson Ave	ROW	30 ft (half)	30 ft (half)	N/A	N/A
	Roadway	20 ft (half)	18 ft (half)		

In the *Planning Case Referral Form* (PCRF), the Bureau of Engineering noted that Seward Street and Romaine Street required a 5-foot dedication to provide a half right-of-way width of 30 feet. Additionally, Seward Street required 3 feet of widening and Romaine Street required 1 foot of widening to provide a half road width of 18 feet. No dedication or widening was required along Hudson Avenue. As set forth in LAMC 12.37.I.2(b), the Planning Director may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record:

1. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.
2. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.
3. The dedication or improvement requirement is physically impractical.

The Project would maintain existing right-of-way and sidewalk dimensions that have been adequate for vehicular and pedestrian circulation in the area. As indicated in the table above, the Project would maintain the existing street dimensions and has requested to waive the dedication requirements.

1. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

The Project would maintain the existing street conditions. Requiring street dedications does not bear a reasonable relationship to any Project impact.

Seward and Romaine Streets currently have a 50-foot right-of-way and a 25-foot half roadway width. The Mobility Plan 2035 requires Seward Street and Romaine Street be fully dedicated to a 60-foot right-of-way, a 36-foot roadway width and a 12-foot sidewalk width. This would require the Project to dedicate five feet to provide both street sidewalk and roadway widening. However, a dedication along Seward Street and Romaine Street will add minimal benefit to area mobility in light of the low probability of a full course of widening along this portion of streets in the foreseeable future. This is due to the existing uses around the Project Site and in the surrounding areas, including a number of buildings that are built up to their property lines along both Seward Street and Romaine Street which are not likely to be torn down. Furthermore, the construction of the new parking structure immediately to the north of the Project Site along Seward Street was constructed without providing any street dedication or widening.

The waiver of dedication is also consistent with the Project's goal of providing an adequate sidewalk for an enhanced pedestrian experience in-lieu of a sidewalk by maintaining a consistent 10-foot-wide sidewalk along Romaine Street consistent with neighboring properties. Keeping existing sidewalk widths are consistent with the City policy of maintaining straight streets for safe pedestrian and bicycle travel.

The widening of the roadways would not add any practical benefit to circulation. The roadway widening would not be sufficient to produce a new lane, but may only contribute to widening existing lanes, which would encourage higher speeds.

Additionally, due to the unique nature of a street segment, there are situations where widening the roadway width to the standard dimension could change the character of the street in an undesirable way, according to Chapter 2.17 of the Mobility Plan. As such, the Mobility Plan allows the Planning Director to carefully consider the overall implications, including character and costs, of widening a street before requiring the widening, even when the resulting roadway would be less than the standard dimension. Therefore, the waiver of dedication on Seward Street and Romaine Street would not bear a reasonable relationship to a Project impact but maintain and improve quality of operations and aesthetics.

Further, requiring dedications along the Project's adjoining streets would exacerbate the supply of much-needed open space and neighborhood amenities in the Hollywood Media District. A five-foot dedication along Seward Street and Romaine Street would impact the Project's parking structure's design to render it impractical. The Project's design supports the City's intent to increase the area and quality of open space in the park-scarce Hollywood Media District by providing public open space at the northeast corner of Seward and Romaine Streets.

Consistent with Chapter 5 of the Complete Streets Design Guide's purpose of creating pedestrian plazas, the Project's open space design elements would improve the public environment and also extend its outdoor terraces as quasi-public space that would contribute to a more comfortable, safe, and pleasant pedestrian atmosphere. Requiring the dedication would result in the reduction of these features.

Finally, through LAMC 12.37 and the Highway Dedication process, the City mandates street widening via dedications and required improvements for new multifamily and commercial developments. Although there is relief available through a waiver of dedication and/or improvement (WDI), City standards for street widths based on street classification frequently result in widenings even when a WDI would have been desirable. These spot widenings often create incoherent streets that degrade neighborhood character, undermine active transportation, reduce tree canopy, and expand impermeable surface area—all contrary to the City's mobility and sustainability goals. As such, on November 22, 2022, the Public Works Committee and on February 21, 2023, the Planning and Land Use Committee moved that the full City Council instruct the Bureau of Engineering (BOE), in consultation with the Department of City Planning (DCP), the Department of Transportation (DOT), DCP's Urban Design Studio, and any other relevant departments, to report on: recommendations to reform the waiver of dedication and/or improvements (WDI) process; checklist of public benefit findings; revisions to street design standards and allow context-sensitive application of street standards; and revisions to LAMC 12.37 and/or other policies and regulations (Council File 22-1476). This motion received numerous public comments and community impact statements from certified neighbor councils in support. As noted above, maintaining the existing width of Seward Street and Romaine Street is aligned with the City Council's Committees' motion of decreasing the number of inconsistent spot widenings that provide minimal public benefit and make the neighborhood streets more inhospitable.

Therefore, the Project meets the goals and policies of the Mobility Plan 2035.

Health and Wellness Element and Air Quality Element

Adopted in March 2015 with a technical update in 2021, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The proposed project is consistent with the following goals, objectives, and policies:

Health and Wellness Element

Policy 2.2. *Healthy Building design and construction. Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.*

Policy 5.1: *Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*

Policy 5.7: *Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.*

Air Quality Element

Policy 4.2.3: *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 5.1.2: *Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations*

As mentioned, Project Site is served by bus lines operated by Metro along Santa Monica Boulevard, Highland Avenue, and Vine Street. Metro Local Route 4 is located within 0.2 mile of the Project Site and runs eastbound to Los Angeles and westbound to Santa Monica via Santa Monica Boulevard, with a bus stop located northwest of the Project Site at Wilcox Avenue and Santa Monica Boulevard. Metro Local Routes 210 and 224 also operate within 0.5 mile of the Project Site. Additionally, the LADOT's DASH Hollywood line also operates 0.4 mile north of the Project Site. Future tenants, employees, and patrons of the Project, as well as people who already live and work in the area, would be able to take advantage of the Project's mix of uses located within proximity to transit to serve their daily needs.

The pedestrian experience is enhanced through upgrades to sidewalks, bicycle parking, building lighting, the inclusion of public open space, and the planting of street trees and landscaping around the entire Project Site. The ground level streetscape includes landscaping and the public open space at the northeast corner of Seward and Romaine Streets. The restaurant and retail spaces on the ground floor of the proposed building would be visible through clear windows and doors to create an inviting and accessible area from the sidewalk. The commercial spaces along and office lobby entrance on Romaine Street would improve the streets frontage and character as compared to existing conditions.

The development will be sited on a commercially and residentially zoned property within the designated Hollywood Media District in an area well-served by transit. Thereby, the services would be more easily accessible to those without automobiles and would encourage the use of other modes of transit which reduces vehicle trips, vehicle miles traveled, and air pollution. Numerous transit options in the vicinity would encourage tenants, employees, and patrons to use public transportation or walk. As stated above, the Project also provides ample bicycle parking and shower amenities on-site, thereby reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. The Project would comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which will serve to reduce the Project's energy usage. In addition, as conditioned, the Project would provide electric vehicle charging spaces and stations in compliance with the regulations outlined in Chapter IX, Article 9, LAMC Sections 99.04.106 and 99.05.106.

The Project's energy efficiency features and location near major transit lines could help reduce the energy and emission footprint of the Project and the per capita greenhouse gas emissions of the employees and visitors from private automobile travel. The conditioned EV-parking is also an example of good zoning practice because they provide a convenient service amenity to the employees or visitors who utilize electricity on site for other functions. As such, the Project provides service amenities and building features to improve the health and air quality for current and future users of the Site. Therefore, the Project would promote a healthy built environment, encourage healthy living and working conditions, reduce air pollution, and promote land use policies that reduce per capita greenhouse gas emissions.

Land Use Element – Hollywood Community Plan

The Community Plan designates the Property with Limited Manufacturing and Medium Residential land use designations. The Community Plan highlights its objective toward further development of the community as a major center of population, employment, retail services, and entertainment, and to perpetuate its image as the international center of the motion picture industry.

The requested action for a Zone and Height District Change to Height District No. 2 and the intended Project are in conformance with the following objectives and policies of the Hollywood Community Plan:

> ***Objective 1:*** *To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and, to perpetuate its image as the international center of the motion picture industry.*

The Project would require a General Plan Amendment and Zone and Height District Change to allow development of the Project. The Project Site requests the Limited Manufacturing and Medium Residential land uses be changed to Limited Manufacturing and that Height District No. 1 be replaced with Height District No. 2 with the added D-Limitation across the entire site. The Project is compatible in height and scale to other buildings throughout the Hollywood Media District to the west while transitioning in height to the residential neighborhood to the east. The Project is reminiscent of the Hollywood Media District's predominantly office, production and studio, and public facilities uses and has included ground floor restaurant and retail uses, as well as landscaped open space areas for an activated pedestrian experience. The Property would be redeveloped from its current low intensity use of restaurant and retail spaces, office, and surface parking lots into a new mid-rise commercial office building that would contribute to the creative office and innovative hub within Hollywood while providing neighborhood serving commercial opportunities for tenants, visitor, and local area residents. The Project's new office space and ground floor restaurant uses, proximity to Hollywood resources, transit, increased

housing development, and employment centers would reduce employees commute time and contributes to the development of the area as a center of media-related employment, retail services and restaurants.

> ***Objective 4(a):*** *Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.*
>
> ***Objective 4(b):*** *To promote economic well-being and public convenience through designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.*
>
> ***Objective 4(c):*** *Encouraging the revitalization of the motion picture industry.*

The Hollywood Media District and Hollywood in general have been experiencing an increase in projects featuring creative spaces, modern offices, restaurants, and bars, all of which revitalized Hollywood as the center for media production. These projects are in various stages of completion from fully complete to in the proposal stages. The projects allow for the transformation of Hollywood properties with neighborhood commercial uses that complement and support the area to provide jobs near housing which reduce greenhouse gas emissions and vehicle miles traveled. The construction of new, modern office space in recent years in Hollywood has attracted a variety of commercial uses such as creative offices, incubator spaces, and emerging innovation hubs and the Project aims to continue to provide new, high quality office space for creative and innovative businesses.

As discussed earlier, the Project's design is consistent with surrounding developments, both the residential developments to the east and the Hollywood Media District to the west, in a way that allows the Project to sit comfortably within its surrounding neighbors. The Project would be comparable in size to the parking structures adjacent to the Property and also serves as a transitional buffer between the residential zones and the more intensive uses.

The Project encourages the revitalization of the media and motion picture industry as it provides potential office space for tech, media, and other creative companies. A January 17, 2020 Los Angeles Times article noted that the demand for office space in Los Angeles is healthy and expected to grow with technology and media giants, along with small firms and local businesses, leasing office space throughout Los Angeles and particularly in Hollywood. As such, the Project contributes to the revitalization of the motion picture industry as the industry itself explores new ways to produce and market content.

> ***Industry Standards and Criteria:*** *Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts under the general principle that such employment should be available within a reasonable commuting distance from residential locations.*

In order to reduce greenhouse gas emissions and vehicle miles traveled, it is important to concentrate and grow production-related industry jobs within the Hollywood Media District further building on its synergy, and to also locate jobs near much of the new housing growth in the City. Thousands of housing units have been constructed or are under construction in Hollywood; however, there is a shortage of office space for production-related uses. With the increase of housing in this area, there needs to be the proportionate additional employment opportunities to support the housing growth. The Project aims to provide production-related jobs near housing, which is located to the north, east, and south of the Property. Therefore, the Project would be appropriate for this location as it would provide new high quality office space

with supporting restaurant uses within an established and growing employment center near mass transit and increased housing production.

Hollywood Community Plan Update

The Hollywood Community Plan Update (HCPU), approved by City Council in May 2023, proposes to change the designation of the MR1 portion of the Property in Subarea 40:2 and does not propose to change the R3 portion of the Project Site. Subarea 40:2 indicates a proposed change of this westerly portion of the Property's designation from Limited Manufacturing to Limited Industrial and its zoning from MR1-1 to [Q]M1-2D. Although Subarea 40:2 allows for a 1.5:1 FAR, it allows a maximum FAR of 3:1 for developments that incorporate a minimum FAR of 0.7:1 FAR for targeted media-related industrial uses, such as film, tape, television, video, internet, and other media production. As such, under the HCPU, the Project would require the requested entitlements of a General Plan Amendment to change the land use designation to Limited Manufacturing (Industrial), and a Zone and Height District Change to (T)(Q)M1-2D across the entire Project Site in order to proceed with the Project. The HCPU designates the area surrounding the Project Site, generally bound by Fountain Avenue, Vine Street, Waring Avenue and La Brea Avenue, as the Media District. The Media District is the largest industrial center for pre- and post-production by the entertainment industry within the Hollywood Community Plan area. The Project's open floor office concept is designed to appeal to entertainment-related office uses.

In summary, the Project is consistent with the applicable goals, objectives, and policies of the Hollywood Community Plan though preserving and strengthening commercial areas particular entertainment and media related uses, adding services beneficial to the community, improving the pedestrian experience, and encouraging alternative modes of travel.

2021-2029 Housing Element

Pursuant to the No Net Loss Law Statute, Government Code Section 65863(b)(1):

1. *The reduction is consistent with the General Plan including the Housing Element.*

The Housing Element is a required component of every jurisdiction's General Plan and must comply with specific standards and requirements set by the state. The Housing Element identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities. The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Project would be in conformance with following Housing Element goals, objectives, and policies.

Goal 1: *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

Objective 1.1: *Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.*

Policy 1.1.2: *Account for existing housing needs when planning for future development by conducting analysis to develop and incorporate a buffer above household projections*

Objective 1.2: *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

> ***Policy 1.2.2:*** *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

As of April 1, 2023, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 112,281 Very Low Income Units and 67,086 Low Income Units. As of April 1, 2023, the City has a remaining capacity of 330,056 Very Low Income Units and 332,096 Low Income Units. Therefore, the City's remaining RHNA Allocation for the 2021-2029 Planning period for Very Low Income Units represents 34 percent of the City's total remaining capacity of Very low Income Units and 20.2 percent of the total remaining capacity for Low Income Units; less than half of the City's total capacity for either affordable housing type.

While the Housing Element identified the Project Site as being able to accommodate 0.11 Low Income Units and the Project would reduce the number of City parcels that allow for residential uses, by three fewer parcels, the City's share of the RHNA Allocation for the 2021-2029 Planning period can be located on other parcels throughout the City. Therefore, the City finds that there are adequate remaining sites in the Housing Element to accommodate the remaining RHNA Allocation for the 2021-2029 Planning period. Thus, consistent with Goal 1, Objective 1.1, and Policy 1.1.2, the City has forecasted for existing and projected housing needs and developed a buffer above household projections that would meet existing and projected needs.

Consistent with Objective 1.2 and Policy 1.2.2, the City could meet the remaining RHNA Allocation for the 2021-2029 Planning period for Very Low and Low Income Units through development of the identified remaining sites located throughout the City. While the Housing Element determined that 0.11 Low Income units could be located on the Project Site, the City maintains ample capacity to meet the remaining RHNA Allocation for Very Low and Low income units. Thus, the 0.11 units that were originally allocated to the Project Site could be accommodated on other parcels located throughout the City. Therefore, the reduction would not constrict the Citywide production of Affordable Housing and/or the construction of a range of different housing types, and the Project is consistent with Objective 1.2 and Policy 1.2.2.

Lastly, as discussed above, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Mobility Element, Health and Wellness Element and Air Quality Element, and the Land Use Element – Hollywood Community Plan that relate to commercial and economic vitality. Therefore, the reduction is consistent with the General Plan including the Housing Element.

2. *The remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.*

The Project is located on a parcel identified in the Inventory of Sites prepared for the 2021-2029 Housing Element (Housing Element) and was anticipated to accommodate 0.11 Low Income Units. As the Project does not propose a residential component, the Project would result in fewer units by income category on the Project Site than those identified in the Housing Element.

Pursuant to Government Code Section 65863(b)(2), the City finds that while the Project would result in fewer units by income category on the Project Site than those identified in the Inventory of Sites prepared for the Housing Element, the remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the City's share of the regional housing need pursuant to Government Code

Section 65584. As of April 1, 2023, the City's remaining RHNA Allocation for the 2021-2029 Planning period is as follows: 112,281 Very Low Income Units, 67,086 Low Income Units, 74,964 Moderate Income Units, and 168,892 Above-Moderate Income Units. As of April 1, 2023, the City has a remaining capacity of 330,056 Very Low Income Units and 332,096 Low Income Units, 63,107 Moderate Income Units, and 907,466 Above-Moderate Income Units on sites identified in the Housing Element.[1] Thus the City's RHNA allocation for the 2021-2029 Planning period for Very Low and Low Income Units makes up 34 percent and 20.2 percent of the City's remaining housing capacity, respectively. Therefore, the City finds that there are adequate remaining sites identified in the Housing Element and located throughout the City to accommodate the remaining RHNA Allocation for the Planning Period, and in compliance with the requirements of GC 65583.2. Nothing in GC Section 65863 shall authorize a city, county, or city and county to disapprove a housing development project on the basis that approval of the housing project would require compliance with Section 65683(b)(2).

As such, the Project is consistent with the applicable goals of the 2021-2029 Housing Element and the No Net Loss Law Statute, Government Code Section 65863.

Zone and Height District Change Findings

2. Pursuant to Section 12.32.C.7 of the Los Angeles Municipal Code, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

Consistency with the General Plan

The Applicant requests a Vesting Zone Change of the Property from MR1 and R3 zones to M1, and a Height District Change from HD No. 1 to No. 2 with a new D-Limitation. The Property consists of five contiguous parcels that are currently zoned MR1-1 and R3-1. The requested action for the Vesting Zone Change and Height District Change would allow for the construction, operation, and maintenance of the Project, which is consistent with the General Plan and is beneficial in terms of public necessity, convenience, general welfare and good zoning practice.

The Project Site is located within the Hollywood Community Plan area. The Project Site has Limited Manufacturing and Medium Residential General Plan Land Use designations with the corresponding zones of MR1-1 (Limited Manufacturing and Height District No. 1) and R3-1 (Medium Residential and Height District No. 1) The MR1 Zone includes a variety of uses such as manufacturing, media-related products or services, and any use permitted in the C2 Commercial Zone. The R3 Zone includes uses such as multifamily residences, senior independent living, assisted living care homes, and childcare facilities. Height District 1 restricts the MR1 Zone to 1.5:1 FAR with no height or story limit, and 3:1 FAR and a height limit of 45 feet in the R3 Zone. The requested Zone and Height District Change would create a M1-2D Zone across the entire Project Site to allow for uniform development and a maximum FAR of 6:1 and unlimited building height. The D-Limitation would restrict the FAR to 4.4:1 and maximum building height to 155 feet. The 4.4:1 FAR would be appropriate and beneficial for a commercial project with office, restaurant, and retail uses in the area, while compatible with existing surrounding uses and projected future growth of Hollywood Media District. The Height District Change would also allow the development of the Project Site consistent across the entire Site. The requested actions for the Zone and Height District Change would allow for the construction,

[1] Annual production toward RHNA is tracked through the Housing Element Annual Progress Report Table B and is submitted to HCD. Table B shows the remaining RHNA Allocation after deducting the progress that has been made. https://planning.lacity.org/plans-policies/housing-element

operation, and maintenance of the Project, which is consistent with the General Plan and is beneficial in terms of public necessity, convenience, general welfare and good zoning practice.

The requested actions for the Zone and Height District Change would allow for the construction, operation, and maintenance of the Project, which is consistent with the General Plan as noted in the General Plan Finding above, and is beneficial in terms of public necessity, convenience, general welfare, and good zoning practice. The Project is an appropriate mix of uses and intensity for this location as it is partially located within the Hollywood Media District. The Property is also located in a prime location in Hollywood adjacent to other offices, production studios, and commercial corridors that connect various offices for major and local technology and media production companies. Furthermore, the Project massing serves as a transition from the lower scale residential neighborhood to the east to the more industrial uses to the west.

The Project would be made up of various types of commercial uses with the existing restaurant, office, and surface parking lot uses to be demolished and redeveloped into a nine-story commercial office building with restaurant and ground floor restaurant uses. The new 150,458 square-foot commercial building that includes 136,842 square feet of office uses, 11,152 square feet of restaurant uses (of which 6,100 square feet may be used for an entertainment use), and 2,464 square feet ground floor retail uses. The new nine story structure will have a maximum height of 155 feet to the top of the mechanical equipment. The Project's ground floor would also provide space that could be programmed by the tenants for use by pedestrians, tenants, and patrons for outdoor dining and ease of travel including secure bicycle parking. Furthermore, the Project would provide amenities for tenants of the commercial building and quasi-public space in the form of added public open space and partially landscaped outdoor terraces to take advantage of the building's views of the City.

The Project would include sufficient automobile and bicycle parking for each of the uses on the Property. In total, the Project would provide 310 vehicular parking spaces per the Los Angeles Municipal Code (LAMC) and 58 bicycle parking spaces (36 long term and 22 short term) within four subterranean parking levels, one at-grade level, and one fully enclosed and mechanically ventilated above grade parking level. The above ground parking level is designed and conditioned to be fully convertible to other uses. Bicycle parking for all uses would be located in the ground floor garage and convenient to the various ground floor uses. The Project includes support infrastructure for active transportation modes such as bicycle parking with a bicycle maintenance facility located near the bike storage area, with showers and lockers in the parking garage. The location for bike storage provides secure parking and storage equipment in well-lit areas and is conveniently accessible to the commercial components they serve.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Mobility (Transportation), Noise, Safety, and Housing. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The Project would be in compliance with the following Elements of the General Plan: Framework Element Land Use, Urban Form and Neighborhood Design, and Economic Development; Mobility Element chapters; Health and Wellness Element; Air Quality Element; and the Land Use Element – Hollywood Community Plan.

Public necessity, convenience, general welfare and good zoning practice

Public necessity, convenience and general welfare will be better served as a result of adopting the proposed Zone and Height District Change, as they allow a site within and adjacent to the Hollywood Media District to be redeveloped with a commercial use project that will provide new

office, restaurant, and retail uses. The Project would provide for a public necessity, convenience, and general welfare by providing increased commercial activity and employment opportunities, supporting an economic sector highlighted by the Hollywood Community Plan, and enhancing the neighborhood's pedestrian experience. Additionally, the Project's massing and transitional height allow for change from a residential area to an industrial area. The Project illustrates good zoning practice as it would be a more efficient use of land that the existing structures; and the proposed uses, intensity, and scale are in conformance with its surrounding neighborhood and projected growth.

The Project includes approximately 150,458 square feet of industrial and commercial space that would contribute to the growing synergy in the neighborhood from the emergence of media and technology companies, creative offices, incubator spaces, and content production businesses. The infill project would replace an underutilized property that currently consists of a single-story restaurant, production studio, and surface parking lot with a nine-story office building with ground floor retail and restaurant uses, and the ninth-floor restaurant with potential entertainment use.

The Community Plan encourages the continued growth of Hollywood as both an employment center and the recognized international center for media production. Therefore, the entitlement requests for a Zone and Height District Change and the Project's use and scale are appropriate for this location. In addition, the Project's commercial uses including the office, restaurants, and ground floor retail uses would provide a variety of neighborhood resources to the Project's tenants and surrounding community. Further, the Project would provide increased opportunity for a variety of commercial uses that are centrally located in Hollywood, within a highly urbanized community in proximity to an increasing residential supply. The Project would locate a high-quality office space and associated restaurant spaces within an established and growing employment center near mass transit and increased housing production, which would help reduce commute distances and greenhouse gas emissions. As such, the Project would provide the opportunity to reduce transportation and energy costs and improve the quality of life of the surrounding households and area.

The Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the industrial and commercial developments of the surrounding properties. The Project also includes several conveniently located bicycle parking areas for patron and tenants. With a supportive pedestrian-oriented design, tenants and patrons are encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less as the Project would provide a variety of employment opportunities amidst the surrounding residential communities.

Further, through strategic planning of land use and for a more balanced job-housing balance in the City, the building up of a creative office and innovation hub among the significant increase of residential uses planned within its immediate surroundings, would help reduce commute times, congestion and greenhouse gas emissions. Projects that follow good planning practices help meet state goals and are also beneficial to households as they reduce transportation and energy costs and improve the quality of life.

The light industrial and commercial nature of the Project would contribute to the growth and revitalization of an area that has recently received substantial development of several high-quality creative offices and innovative businesses. The Project would help support the recent increased housing production in the greater Hollywood area as it would offer a mix of uses for the convenience of the area's residents and the Project commercial tenants. The Project would serve a greater public necessity and convenience by locating a more intensive mix of uses near housing. With the Property partly falling within the boundaries of the Hollywood Media District, the Project would greatly benefit the surrounding and nearby residents by offering jobs close to

home. The Project would provide additional employment opportunities proportionate to the recent housing growth in the area and positively contribute to addressed jobs-housing ratio imbalances in the City.

In addition to the public necessity, the Project is an infill development within a well-established commercial center. As stated in the Summary of Housing Issues in Chapter 4 of the City's Framework Element of the General Plan indicates, the City has a shortage of vacant land and to accommodate future growth and new development, "most likely it will require the recycling and/or intensification of existing developed properties or conversion of certain uses." Public necessity and convenience are also served by allowing for a more efficient use through an increased floor area on an underutilized property in the Community Plan area. Permitting additional floor area would help support the economic development goals for the City and the Community Plan area, especially for emerging new sectors that may not be accommodated in conventional business or commercial districts. This would help accommodate projected growth of businesses and contribute to the vitality of the community.

In addition, the Project would contribute to the general welfare and conform with good planning practices, as it would help meet regional and local goals on sustainability and smart growth. In addition, the proposed General Plan Amendment and Zone and Height District Change for the Property would support good planning practices beyond the Project and encourage redevelopment of underutilized land that contributes to a vibrant job center and supports an emerging economic sector of creative and innovative uses.

Therefore, based on the above, the recommended General Plan Amendment and Zone and Height District Change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

Additional Findings for a "D" Limited Classifications:

3. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The proposed project is reflective of the character of development pattern and land use designations in the immediate vicinity, specifically the Hollywood Media District, which support the goals and policies of the General Plan Framework Element including the providing industrial growth for "themed" sectors that provide job opportunities for the City's residents. Generally, Framework Element Policy 3.14.2 envisions flexible zoning to facilitate clustering of industries. The Project is consistent with the Framework Element through its provision of a nine-story, approximately 150,458 square foot office building with ground floor restaurants and retail, and nineth floor restaurant uses, for a 4.4:1 FAR, within the vicinity of several Metro and LADOT bus stops.

The Project is an appropriate mix of light industrial and commercial uses and intensity for this location as it is located within a growing creative office and innovation hub of the Hollywood Media District, which would support the economic development of the community, the greater Hollywood area, and its residents. The variety of uses of the Project would contribute to the District's creative office and innovation hub with ground floor space to provide neighborhood resources to the community. Additionally, the Project reflects a transition of use and form from the residential areas to the east to the industrial areas to the west.

The Project's commercial mix of uses that include neighborhood-serving restaurant and retail uses will be compatible and complementary with the commercial uses in the vicinity, as well as an added attraction for the neighboring residential areas. In addition, the project's commercial

office uses will be compatible and complementary with media-related industrial uses within the Hollywood Media District along Romaine Street and Seward Street.

A maximum FAR of 6:1 which is consistent with the FAR permitted in Height District 2. However, the project is restricted by a D-limitation affecting the Project Site which limits the FAR. The Project is conditioned to allow a 4.4:1 FAR across the entire site with a maximum height limit listed in the D-Limitation of 155 feet. While the Project's increase in FAR is greater than the site's currently permitted 1.5:1 and 3:1 FAR, the proposed FAR and height of nine-stories is consistent with the nature of the surrounding area, specifically existing buildings within the Hollywood Media District and adjacent to the east of the Project Site. The Project Site is surrounded by development with various heights and FAR, and the project podium is compatible with lower scale development directly to the north and east along Hudson Avenue, while the tower scale and height is compatible with the mid-rise buildings to the north and west along Seward Street. Therefore, the Project is consistent with nearby development thereby creating an active street wall along Romaine Street and a prevailing sense of pedestrian-oriented scale along Seward Street and Romaine Street. Further, the proposed increase in FAR affords the square footage needed to provide commercial office space within the Hollywood Media District in proximity to mass transit within the Hollywood Community Plan area.

The project focuses its mass and height along Seward Street to the west, where it will be consistent with the varied heights of the structures within the Hollywood Media District. Furthermore, the overall Project is consistent with the varied heights of other developments within the vicinity that range in height from single- to seven-stories, and are a mix of commercial, industrial, residential, and public facilities in nature. Overall, the project height of nine-stories is consistent with the myriad heights of other developments and existing improvements in the area. Lastly, the project will provide an improved and consistent streetscape along Seward Street, Romaine Street, and Hudson Avenue, creating rhythm and responding to the surrounding areas. The more intense nature of development within the Hollywood Media District is reflected in the Project's overall height, while the podium reflects the existing low- to mid-rise structures in the vicinity.

The Project has been conditioned so that any development on the site will be compatible with existing and future development in the area. In addition, the "D" Limitation will ensure that the project is constructed to the height as approved herein.

4. That the project will secure an appropriate development in harmony with the objectives of the General Plan.

The Project's proposed commercial office, restaurant, and retail uses are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan as noted in Finding No. 1 above. The Project Site is designated as Limited Manufacturing and Medium Residential in the Hollywood Community Plan. The proposed General Plan Amendment and Zone and Height District Change is consistent with the principles of the General Plan, as it will allow a manufacturing zoned site adjacent to an existing manufacturing zone, designated as the Hollywood Media District – Business Improvement District. The Project will provide needed job opportunities in proximity to transit and is served by multiple Metro and LADOT bus lines.

The project is consistent with the Hollywood Community Plan's provisions to provide for economic well-being and public convenience. The Project will provide 150,458 square feet of new commercial office, restaurant, and retail space within a nine-story office project on an infill site. The Project avoids encroaching into lower-height neighborhoods to the north and east along Hudson Avenue by providing transition height that steps the building massing to the west and within the Hollywood Media District along Seward Street.

The proposed project is a nine-story building with a maximum height of 155 feet and is consistent with the surrounding built environment, which is developed and highly urbanized, characterized by a mix of low- to medium-intensity multi-family, commercial, and industrial buildings. Main thoroughfares such as Santa Monica Boulevard to the north are generally developed with denser residential, commercial and mixed-use development, while lower-density commercial and residential areas are located along the adjacent collector streets. The proposed Project is consistent with this land use pattern and will provide a transition from the larger scale development within the Hollywood Media District to the less intense residential uses to the east of the Project Site. The Project orients the height and mass of the tower towards the west, Seward Street, while the eastern half of the building has a lower height that responds to and reflects the lower scale of the neighborhood immediately north and east along Hudson Avenue.

As such, and as described in additional detail under Finding No, 1, above, the Project will secure an appropriate development in harmony with the objectives of the General Plan.

Conditional Use Findings

The Main Conditional Use Permit (MCUP) is to allow a full-line of alcohol service for on-site and off-site consumption in conjunction with the restaurants totaling approximately 11,152 square feet of floor area (of which 6,100 square feet may be used for an entertainment use).

5. That the project will enhance the built environment in the surrounding neighborhood or will perform a function to provide a service that is essential or beneficial to the community, city, or region.

LAMC Section 12.24 W.1 allows a Conditional Use Permit to be granted for the sale and dispensing of alcoholic beverages. The Project requests a Main Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption for up 11,152 square feet of restaurant uses (of which 6,100 square feet may be used for an entertainment use) on the ground and nineth floors.

The Project would enhance the surrounding neighborhood and provide additional commercial activity and office use opportunities. The new building would replace the current underutilized uses of the Project Site that consists of a single-story restaurant, production studio, and surface parking lot.

The proposed designations would permit a project that would promote vital street life with its ground floor commercial, higher density office use, and height transitions to the surrounding uses. The Project would serve to accommodate for the area's projected growth that would require additional supportive commercial amenities. The location among an emerging innovative, creative hub in close proximity to the many residential options produces numerous benefits to the community, City and region such as a reduction in driving and congestion, improvement in air quality, and a higher quality of life. Additionally, the Project's variety of uses would be supportive of the growing population in the area and of the entrepreneurial opportunities within the Project.

The Project includes 11,152 square feet of restaurant uses to encourage residents, tourists, and employees to remain in the Hollywood Community Plan Area to meet their dining/entertainment needs. The Project is located in a highly urbanized area in the Hollywood Community Plan and is an industrial media center. Adjacent residential uses will also be able to take advantage of the retail and entertainment services included in the Project. Specifically, the proposed project is located within the Hollywood Media District. As a media center, the Project Site and surrounding area are a destination for local workers and businesses in the media and production industry.

The availability of alcoholic beverages are now customary and incidental components of the Project's proposed restaurant uses. For example, the grant to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments to the Project and the Community because it is an essential service that must be provided in order to compete with other restaurants. The proposed restaurants will provide the desired food, beverage, and entertainment options for neighboring employees and visitors to the area, tenants and employees of the Project, and residents of the Community.

The Main Conditional Use permit provides an umbrella entitlement with conditions that apply to all establishments within the Project. Specific physical and operational conditions will be included as part of the Approval of Plans determination required for each establishment pursuant to the Main Conditional Use permit provisions where conditions such as security measures, limited hours of operation, STAR training, inspections, and evaluations of any nuisance complaints would be imposed. The proposed commercial uses, in conjunction with the imposition of operational conditions as part of the Approval of Plans, will provide a service that is essential or beneficial to the community. As such, the grant for alcohol sales will be desirable to the public convenience and welfare and represents good zoning practice.

Therefore, as conditioned, the service of alcoholic beverages to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption for up to three restaurant establishments will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

6. That the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project proposes the construction of a commercial development that includes approximately 150,458 square feet of floor area within a nine-story office building. The Hollywood Community Plan emphasizes the retention and development of the entertainment industry and clustering of complementary uses/services. Objective 1 of the Community Plan states that "to further the development of the Hollywood Media District and Hollywood in general as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry." The Hollywood Community Plan then states the objective (Objective 4) to promote economic wellbeing and public convenience through: designating land for industrial development (Objective 4.b) and to encourage the revitalization of the motion picture industry (Objective 4.c). The Project includes 136,842 square feet of office uses, 11,152 square feet of restaurant uses (of which 6,100 square feet may be used for an entertainment use), and 2,464 square feet ground floor retail uses to encourage residents, tourists, and employees to remain in the Community Plan Area to meet their employment, dining/entertainment, and retail needs.

As discussed earlier, the Project's design is consistent with surrounding developments, both the residential developments to the east and the Hollywood Media District to the west, in a way that allows the Project to sit comfortably within its surrounding neighbors. The Project would be comparable in size to the parking structures adjacent to the Property and also serves as a transitional buffer between the residential zones and the more intensive uses. In addition, the Project is located in a highly urbanized area identified in the Hollywood Community Plan as an area for the motion picture industrial center for the entire region where residents, visitors, tourists and employees that are proximal to the Project Site from various Hollywood industrial, media, and tourist attractions. Nearby residential and hotel uses will also be able to take advantage of the retail and dining and entertainment services included in the Project. Specifically, the proposed project is located within the Hollywood Media District of Hollywood.

The Project encourages the revitalization of the media and motion picture industry as it provides potential office space for tech, media, and other creative companies. As such, the Project contributes to the revitalization of the motion picture industry as the industry itself explores new ways to produce and market content. As the motion picture industrial area of the Hollywood Community Plan Area and the Hollywood Media District, the project site and surrounding area are a destination for local workers, residents, visitors, and businesses, providing a regional center of creative employment, dining, and entertainment.

The Project Site is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) along Santa Monica Boulevard, Highland Avenue, and Vine Street. Metro Local Route 4 is located within 0.2 mile of the Project Site and runs eastbound to Los Angeles and westbound to Santa Monica via Santa Monica Boulevard, with a bus stop located northwest of the Project Site at Wilcox Avenue and Santa Monica Boulevard. Metro Local Routes 210 and 224 also operate within 0.5 mile of the Project Site. Additionally, the LADOT Downtown Area Short Hop (DASH) Hollywood line also operates 0.4 mile north of the Project Site.

The Property is located near several large-scale projects that offer creative office space, including the Harlow, a 106,124 square-foot, five-story office building as part of the Sunset Las Palmas Studios; the Kilroy Academy Square, a mixed-use development with 335,000 square feet of office space and 13,000 square feet of retail space; and, Epic Hollywood, a 17-story mixed-use with 274,000 square feet of office space and 26,000 square feet of retail space. These projects support the increase in jobs and production uses in the Hollywood Community Plan area.

The Project will be compatible with the current arrangement, uses, and urban context of Hollywood, and the Project's industrial and commercial nature would blend well with the uses within the area, which would include neighborhood-serving uses on the ground floor and creative office space in the upper floors. The scale of the Project at street level, the level of architectural detail and commitment to the character of Hollywood Media District make it an important contribution to the public realm. The main entry is clear and visible from Seward Street and Romaine Street; ground floor retail spaces are open and active and easily accessible. The Project's height would be permitted with the proposed Zone and Height District Change to M1-2D. for this area of the Hollywood Community Plan. The Project at its tallest point would be 155 feet to the top of the elevator shaft and approximately 127 feet to the top of the last occupiable level and would consist of three volumes of building mass that are reflective of the transitioning area. Each volume is stepped back from the residential neighborhood to the east and at the fourth floor from the multifamily residential structures abutting to the north as a transition to the more industrial nature of the Hollywood Media District to the west.

The surrounding properties include commercial retail, office, restaurant, multi-family residential buildings, and parking lots and parking garages. To the west are a number of production studios, parking garages, and bars, and are zoned MR1. This includes the five-story office building immediately across Seward Street to the west. Properties to the east, across Hudson Avenue, include multi-family residential buildings varying in height from two- to four-stories in the R3 Zone. The area north of the Property, along Santa Monica Boulevard, is characterized by commercial and industrial uses occupied by retail shops, restaurants, bars, and offices, zoned C2 and M1. Additionally, adjacent to the Project Site to the north, there is a seven-story parking structure in the MR1-1 Zone and two-story multifamily residential buildings in the R3-1 Zone. To the south of the Property, across Romaine Street, are more industrial and multi-family residential uses, including a surface parking, single- and two-story multifamily residential buildings, and a five-story office building with a seven-story parking structure These properties are zoned M1 and R3.

No evidence was presented at the Hearing Officer hearing held on June 13, 2023, or in writing that the sale of alcoholic beverages for on- and off-site consumption will be materially detrimental to the immediate neighborhood. The sales of alcohol will not be detrimental to nearby schools, since as conditioned, the establishments serving alcohol will be carefully controlled and monitored. The Project Site is located over 1,000 feet east of the public school (Hubert Howe Bancroft Middle School) and is buffered from the school throughout this distance by a Los Angeles Bureau of Street Services maintenance yard, a six-story parking garage, and several multi-story creative office buildings.

The Project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The proposed sale of alcoholic beverages will be desirable to the public convenience and welfare because the restaurants the Project can attract with its zoning grant for alcohol service would help the City achieve the Community Plan's vision for industrial area and Hollywood Media District to be an area that is a media-focused industrial and commercial center of the Community Plan Area. The restaurant and retail space will activate the sidewalks of Seward Street and Romaine Street during the day and evening hours, contributing toward making this an industrial and commercial center of the region. The restaurants are convenient locations for residents, visitors, and employees who can patronize the uses. Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. The alcohol sales will be in conjunction with the restaurant and entertainment uses and permitting alcohol sales will not be detrimental to the development of the community.

Thus, as conditioned, the Project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. Furthermore, this grant also includes conditions of approval intended to address alcohol-related issues to safeguard public welfare and enhance public convenience, such as proper employee training. In addition, as each operator comes in, they will be required to file a plan approval to allow for the Zoning Administrator to review the floor plan and impose any other conditions as deemed appropriate.

The location of the project's alcohol sales will continue to add to the diversification of commercial activities being conducted in the area and will not adversely affect the surrounding neighborhood. As mentioned, the alcohol sales will be compatible and complement this industrial and commercial area of Hollywood, further contributing to the vitality and attractiveness of the regionally significant area. The proposed sale of alcohol is in conjunction with restaurant uses. Therefore, as conditioned, it is anticipated that the project features and uses will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or public health, welfare, and safety.

7. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The Project Site is located within the Hollywood Community Plan area and is classified with the Limited Manufacturing and Medium Residential land use designation with the corresponding zones of MR1-1 and R3-1. The Limited Manufacturing land use

designation corresponds to the MR1, M1, P, and PB Zones; and the Medium Residential land use corresponds to the R3 Zone. The Project request for a Zone Change from MR1-1 and R3-1 to M1-2D will make the Project consistent with underlying zoning, which is intended to provide for industrial and commercial uses. The Hollywood Community Plan text is silent with regards to alcohol sales. In such cases, the decision-maker must interpret the intent of the plan.

The proposed project will provide 443,418 square feet of commercial space comprised of 431,032 square feet of office and 12,386 square feet of restaurant uses plus approximately 1,800 square feet of ground floor outdoor dining patio area along with required parking facilities. The sale of a full line of alcoholic beverages are consistent with the following objectives of the Land Use Chapter of the General Plan Framework Element, and of the Hollywood Community Plan:

> ***Framework Element Goal No. 3:*** *Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*
>
> ***Framework Element Objective No. 3.1:*** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
>
> ***Framework Element Objective No. 3.2:*** *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*
>
> ***Framework Element Objective No. 3.14:*** *Provide land and supporting services for the retention of existing and attraction of new industries.*
>
> ***Framework Element Policy No. 3.14.2:*** *Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.)*
>
> ***Hollywood Community Plan Objective No. 1:*** *To further the development of Hollywood as a major center of population, employment, retail service and entertainment.*
>
> ***Hollywood Community Plan Objective No. 4:*** *To promote economic well-being and public convenience through allocating and distributing commercial lands for retail service and office facilities in quantities and patterns based on accepted planning principles and standards.*

The Community Plan encourages new uses which strengthen the economic well-being and promote development of Hollywood as a major center of population, employment, retail service and entertainment. The Project is located within the industrial area of Hollywood, as identified by the Hollywood Community Plan, which includes several creative offices, and media-related developments that support the motion picture and television industry. Objective No. 4 also encourages the promotion of retail and office services, and the Project will provide commercial uses and restaurants with alcohol to further the existing activity within the heart of the Hollywood industrial area and the Hollywood Media District. The request achieves the objectives of the Hollywood Community Plan, which seeks to promote the development of Hollywood as a major center of population, employment, retail service and entertainment, and that promotes the economic well-being and public convenience through allocating and distributing commercial lands for retail service.

The Project's restaurant uses would reduce trips by further synergizing with the office-related uses and would be located near the significant increase of creative office uses and residential

uses within the immediate surroundings. As a result, the Project would "accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors." The Project is also consistent with the type of developments the City encourages as it places new development in an existing commercial area (the Hollywood Media District) while providing employment opportunities for the the surrounding neighborhoods. With 11,152 square feet of restaurant uses (of which 6,100 square feet may be used for an entertainment use), and 2,464 square feet ground floor retail uses, the Project provides additional job opportunities for the City's residents, which would maintain the City's fiscal viability.

The Project also contains bicycle parking facilities, including showers and lockers, for patrons and tenants conveniently located on the ground floor. With a supportive design, tenants are also encouraged to engage in active transportation modes rather than vehicular trips. They would be less likely to drive or drive less as the Project would include a wide range of uses, have neighborhood resources located within the building or nearby, and provide employment opportunities within a growing employment center near transit. Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the office developments of the surrounding properties.

The proposed sale of alcoholic beverages will be desirable to the public convenience and welfare because the restaurants the Project can attract with its zoning grant for alcohol service would help the City achieve the Community Plan's vision for Hollywood to be an area that is the industrial, commercial, and entertainment center of the Community Plan Area. The restaurant and retail spaces will activate the sidewalks of Seward Street and Romaine Street during the day and evening hours, contributing toward making this a media-focused industrial, commercial, and entertainment center of the region. The restaurants are convenient locations for residents, visitors, and employees who can patronize the uses. Furthermore, the availability of alcoholic beverages are now customary and incidental components of the Project's proposed restaurant uses. For example, the grant to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments to the Project and the Community because it is an essential service that must be provided in order to compete with other restaurants. The proposed restaurants will provide the desired food, beverage, and entertainment options for employees, patrons, nearby residents, and visitors to the Hollywood Media District and greater Hollywood Community.

The Project's proposed restaurant uses are designed to attract and increase pedestrian activity. The commercial component would be located on the ground floor and front both Seward Street and Romaine Street, which would activate and attract pedestrian interest. Interest at the street level is created by providing pedestrian-oriented commercial uses along the Sunset Boulevard frontage. Additionally, the nineth-floor restaurant and entertainment space will further activate the Seward Street – Romaine Street corner and ensures the public can benefit from the elevated experience that this building will offer and take advantage of commanding views across the city.

The Project will meet the Urban Form and Neighborhood Design chapter of the Framework Element by creating a diverse, yet interconnected and livable neighborhood that is also attractive to future investment.

> ***Framework Element Objective 5.5:*** *Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*
>
> ***Framework Element Objective 5.9:*** *Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.*

> ***Framework Element Policy 5.9.1:*** *Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as childcare or recreation areas.*
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> ***Framework Element Policy 5.9.2****: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes.*

The Project proposes to construct an office building that incorporates design elements complimenting the industrial media production studios while providing a new contemporary glass façade structure, creating a distinctive character. The Project would include many design elements that would contribute to the neighborhood's vibrant industrial and commercial energy, supportive of pedestrian circulation, and offer a transitional buffer between the residential-zone properties to the east and the heavy industrial-zoned properties to the west. Consistent with its evolving urban context, the Project has been designed to be pedestrian-oriented with ground floor commercial uses. The approximately 11,000 square feet of new ground floor commercial uses would consist of a restaurant and retail establishment, each with its own entrance directly from the street.

The design of the ground floor articulation and the partially landscaped terraces support the City's intent to increase the area and quality of open spaces in this park-scarce urban area of Los Angeles. The Project includes many design elements that would improve the public environment and also extend its terraces as quasi-public space including the outdoor seating area at the corner of Seward Street and Romaine Street, that would also contribute to a more comfortable, safe, and pleasant pedestrian atmosphere. Furthermore, tenants and patrons on-site throughout the day and night would act as natural surveillance for the surrounding neighborhood in addition to the security measures such as adequate lighting and clear definition of spaces.

Additional Findings for Alcohol Sales Pursuant to LAMC Section 12.24 W.1 (Conditional Use for Alcoholic Beverages)

8. The proposed use will not adversely affect the welfare of the pertinent community.

The subject property is located within the Hollywood Community Plan Area and is partially within the Hollywood Media District, as well as in proximity to various hotel, media studio and production facilities, creative office spaces, and restaurant uses. Multi-family residential is also located in the vicinity of the Project Site in structures ranging from single- to five-story structures. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of the media industry and in the Hollywood Media District, and a vibrant neighborhood. The surrounding area is characterized by various alcohol related uses along Santa Monica Boulevard to the north and Wine Street to the east; the introduction of additional such establishment would not create an adverse or unique condition.

The Project Site is currently the location of a restaurant use that will be demolished as part of the Project that already has a conditional use to sell and serve alcohol. As conditioned, the sale of a full line of alcoholic beverages for on-site and off-site consumption in conjunction with the operation of new restaurant establishments located on the Project Site will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, escort services, and loitering are mitigated by the imposition of conditions requiring deterrents against loitering and

responsible management. Additionally, the area location of the proposed restaurant uses front Seward Street and Romaine Street, and away from the residences located along Hudson Avenue.

As part of the Approval of Plans process, each individual venue will have additional conditions imposed and tailored towards the specific use. Such impositions of conditions will make the use a more compatible and accountable neighbor to the surrounding uses. Conditions are intended to integrate the use into the community as well as protect community members from potential adverse impacts associated with alcohol sales. Furthermore, employees are required to undergo training on the sale of alcohol including training provided by the Los Angeles Police Department Standardized Training for Alcohol Retailers (STAR) Program. Other conditions related to hour of operation, excessive noise, litter, and noise prevention will safeguard the residential community. Therefore, with the imposition of such conditions the sale of a full line of alcoholic beverages for on-site and off-site consumption at this location will further support and augment this area of the Hollywood Community Plan and Hollywood Media District, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

9. The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

The project site is located within Census Tract No. 1918.10. According to the ABC licensing criteria, three on-sale and one off-sale alcoholic beverage licenses are allocated to subject Census Tract No. 1918.10. Data provided on the ABC's License Query System indicates that there are currently eight existing on-site and four existing off-site licenses within this Census Tract. With regard to surrounding alcohol establishments, there are the following within a 1,000-foot radius of the site:

- P&J Liquors, 6480 Santa Monica Boulevard, Type 21
- Hollywood Hidden House, 911 Seward Street, Type 41 and 58
- Rao's Los Angeles, 1006 Seward Street, Type 47 (Project Site)
- Dragonfly, 6506-6510 Santa Monica Boulevard, Type 48, 58, and 68
- Eat This Café, 6547 Santa Monica Boulevard, Type 41 and 58
- Mother's California Market, 6677 Santa Monica Boulevard, Type 21
- Colbee Liquor & Market, 6205 Willoughby Avenue, Type 21

As reported by the Los Angeles Police Department, within Crime Reporting District No. 656, which has jurisdiction over the subject property, a total of 98 crimes were reported in 2021, compared to the citywide average of 149 crimes and the high crime reporting district average of 179 crimes for 2021. In 2021, there were 6 Narcotics, 0 Liquor Law, 0 Public Drunkenness, 0 Disturbing the Peace, 0 Disorderly Conduct, 0 Gambling, and 2 DUI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such license benefits the public welfare and convenience.

The grant further incorporates numerous operational conditions that address noise, safety and security including the requirement for individual businesses that want to sell and serve alcohol on-site to obtain their own conditional use permit for alcohol to ensure the proposed use is conducted with due regard for surrounding properties and to reduce any potential crime issues or nuisance activity. As a result, the instant grant is not anticipated to result in an undue concentration of licenses after giving consideration to the State's guidelines and to the crime rates in the area.

The application is for sale and dispensing of a full line of alcoholic beverages for on-site and off-site consumption in conjunction with 11,152 square feet of restaurant uses (of which 6,100 square feet may be used for an entertainment use) and being secondary to the sale of food. It is not anticipated that the authorization for the restaurants will have any adverse impact on the community. The location of the restaurant space on the Project Site front Seward Street and are within the Hollywood Media District. The Hollywood Media District and the highly developed commercial areas along Santa Monica Boulevard to the north have a variety of restaurants and entertainment establishments with on-site and off-site sales, thus, accounting for the active ABC licenses within the subject census tract.

The project will not adversely affect community welfare because the proposed restaurant space would provide a desirable service in an area designated for Limited Manufacturing uses within the Hollywood Media District and are positioned away from the Medium Residential to the east. In this case, the proposed project will provide a convenience to the restaurant patrons through the sale of alcohol incidental to the use. Conditions of the grant address noise, security and loitering and require the installation of surveillance cameras. The conditions will safeguard the welfare of the community. The property must abide by the conditions that are a part of this grant, helping to ensure that operation of this property will not negatively affect the community. The approval of the request will not result in a net increase in the number of existing ABC licenses within the census tract. Therefore, given the data provided by LAPD and ABC, there are no indications that the approval of this entitlement will cause undue concentration of alcohol establishments in this area or that criminal activity will be affected.

10. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The proposed zoning and land use of M1-2 and Limited Manufacturing would allow for the development of new restaurant uses on the project site. With regard to surrounding sensitive use, there are the following within a 1,000-foot radius of the site:

- The Sunshine Shack Pre-School, 1027 Cole Avenue
- Hubert Howe Bancroft Middle School, 929 Las Palmas Avenue

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive use. The restaurant spaces face away from the residential uses to the north and east of the Project Site, thereby buffering the Site from the sensitive uses. The restaurant uses front Seward Street to the west and Romaine Street to the south, and the Level

9 restaurant space also faces Seward Street, while residential uses are located to the north and east along Hudson Avenue. As conditioned, the Project would protect the health, safety and welfare of the surrounding neighbors. The potential effects of excessive noise or disruptive behavior have been considered and addressed by imposing conditions related to noise and loitering. The Project is consistent with the requested zoning and in keeping with the existing uses adjacent to the development. The Project will contribute to a neighborhood and serve the neighboring residents and the local employees as well as visitors. Therefore, as conditioned, the Project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

Site Plan Review Findings

In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in LAMC Section 16.05 F must be made in the affirmative.

11. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions. The proposed Zone and Height District Change changes the Property's Zone from MR1 and R3 to M1 and the Height District from No. 1 to Height District 2 with a D Limitation. The Property is not in a specific plan area. The Project is also in conformance with purpose and intent of the various elements of the General Plan, including the Framework Element that sets forth a strategy for long-range growth and development providing a context for updates to community plans and citywide elements. Many of the Project's characteristics are in line within the objectives from the various chapters of the Framework Element.

As discussed in the General Plan Findings above, the Project would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Mobility Element, Health and Wellness Element and Air Quality Element, the Land Use Element – Hollywood Community Plan, and the Housing Element, including provisions that relate to commercial and economic vitality. Approval of the Project would enhance the built environment in the surrounding neighborhood and would provide a function that is fitting and compatible with the character of the surrounding community and commercial viability of the region as a whole.

Based on the above, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

12. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.

The Project's building arrangement, off-street parking facilities, lighting, landscaping, and trash collection is compatible with the existing and future development on adjacent properties and neighboring properties. The Project's use and scale is compatible with surrounding uses within this area of the Hollywood. The Project's commercial nature would blend well with the uses within the area. The Project's uses would include office and neighborhood-serving uses in the

form of restaurants and retail, which would activate the ground floor and contribute to the neighborhood's activity along Seward Street and Romaine Street.

Height Bulk and Mass

The Project would meet the primary goals of building orientation: its scale at street level, its level of architectural detail and commitment to the character of Hollywood Media District make it an important contribution to the public realm. The main entry is clear and visible from the street; ground floor retail spaces are open and active and easily accessible. The Project's height would be permitted with the proposed Zone and Height District Change to M1-2D. for this area of the Hollywood Community Plan. The Project at its tallest point would be 155 feet to the top of the elevator shaft and approximately 127 feet to the top of the last occupiable level and would consist of three volumes of building mass that are reflective of the transitioning area. Each volume is stepped back from the residential neighborhood to the east and at the fourth floor from the multifamily residential structures abutting to the north as a transition to the more industrial nature of the Hollywood Media District to the west.

The surrounding properties include commercial retail, office, restaurant, multi-family residential buildings, and parking lots and parking garages. To the west are a number of production studios, parking garages, and bars, and are zoned MR1. This includes the five-story office building immediately across Seward Street to the west. Properties to the east, across Hudson Avenue, include multi-family residential buildings varying in height from two- to four-stories in the R3 Zone. The area north of the Property, along Santa Monica Boulevard, is characterized by commercial and industrial uses occupied by retail shops, restaurants, bars, and offices, zoned C2 and M1. Additionally, adjacent to the Project Site to the north, there is a seven-story parking structure in the MR1-1 Zone and two-story multifamily residential buildings in the R3-1 Zone. To the south of the Property, across Romaine Street, are more industrial and multi-family residential uses, including a surface parking, single- and two-story multifamily residential buildings, and a five-story office building with a seven-story parking structure. These properties are zoned M1 and R3.

The Property is located near several large-scale projects that offer creative office space, including the Harlow, a 106,124 square-foot, five-story office building as part of the Sunset Las Palmas Studios; the Kilroy Academy Square, a mixed-use development with 335,000 square feet of office space and 13,000 square feet of retail space; and, Epic Hollywood, a 17-story mixed-use with 274,000 square feet of office space and 26,000 square feet of retail space. These projects support the increase in jobs and production uses in the Hollywood Community Plan area. Similarly, the Property is within walking distance of many restaurants, cafes, and developing uses in the Hollywood Community Plan area. The Project's industrial and commercial nature would blend well with the uses within the area, which would include neighborhood-serving uses on the ground floor and creative office space in the upper floors within the 9-story commercial building. The proposed commercial retail, restaurant, and open dining spaces would activate the ground floor and contribute to the neighborhood's bustling activity.

Therefore, the Project would be compatible in height, bulk, and scale to existing and future proposed development in the area.

Setbacks

The Project will provide the required setbacks per the Los Angeles Municipal Code. As such the project is not required to provide setbacks for a nonresidential project pursuant to the existing MR1 and the proposed M1 Zones and no setbacks are provided. Therefore, the Project would be compatible with the required setbacks.

Off-Street Parking and Loading Area

The Project would provide vehicular parking for all of its uses in its subterranean and fully enclosed, mechanically ventilated above-grade parking structure and surface parking lot. The LAMC required 310 parking spaces would be located on four subterranean, one at-grade, and one above-grade levels.

There would be a single ingress and egress vehicular access point into the Project Site that leads into the subterranean parking garage and the above-grade level of the parking off Hudson Avenue. The valet pickup and drop off area is also located on-site and is accessed via the same vehicular entry point. Valets would be able to move cars from the valet drop-off to the parking garage and back from the parking garage to the valet pick-up while remaining on-site.

The Project's off-street parking is located away from the pedestrian-oriented portions of the Project along Hudson Avenue. The vehicular driveway is the minimum width required to be as efficient as possible and the single driveway will be at a sufficient distance from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with Los Angeles Department of Transportation standards and approvals. The van loading and passenger loading area is located along Romaine Street.

The Project Site is zoned MR1-1 and R3-1 with the land uses of Limited Manufacturing and Medium Residential respectively. The Project proposes a General Plan Amendment and Zone Change to change the zone to (T)(Q)M1-2D and the land use to Limited Manufacturing across the entire Site. The Project Site is not located adjacent to alley. Therefore, no loading zone is required for the Project.

Lighting

The Project would integrate lighting throughout the Project Site, including at the ground floor, to enhance the pedestrian experience and to define architectural features while being energy efficient and shielded to minimize light spillage. The Project would also prioritize and enhance the pedestrian experience around the building's perimeter through lighting. The Project Site would be accessible through pedestrian points of entry along Seward Street and Romaine Street. The Project would provide exterior low-level lighting along pathways that would serve to enhance the safety of pedestrians at night integrating lighting throughout the Project Site. Additionally, the Project's exterior and interior lighting would meet the requirements of the California Energy Commission Building Energy Efficiency Standards – Title 24, version 2016 (or the applicable version at the time of building permits), and the National Electrical Code. Any new street and pedestrian lighting within the public right-of-way will comply with applicable City regulations and would be approved by the Bureau of Street Lighting to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. The Project has been conditioned so that outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

Landscaping

The LAMC does not require any open space for commercial uses. However, the Project would provide several open space areas, including a ground floor public plaza with stadium/auditorium seating floor and additional landscaped outdoor terraces on the various upper floors. Tenant terraces would be located on Levels 3, 4, 7, 8, 9, and the roof and would feature lounge seating and landscaping. Additional common open space would be provided on the first floor of the building and would include walkways, new trees, and planters. One non-protected tree and the

existing landscaping would be removed from the Project Site. There are no existing public right-of-way trees adjacent to the Project Site. Eight new trees would be provided along the building perimeter along Romaine Street and Hudson Avenue, subject to Bureau of Street Services Urban Forestry Division's standards, and the Project is conditioned to provide 26 trees in total. Furthermore, the Project is conditioned to provide a landscape plan and that the planting palette for the Project Site consists of a variety of native, climate adaptive or drought tolerant species.

Trash

The on-site trash collection and storage area is located within the building and is fully enclosed and screened. The trash area is not visible from the public right-of-way. The Project has been conditioned to ensure that the trash and recycling containers are locked when not in use, are stored in a fully enclosed structure at all times and are located on-site and not visible for the public right-of-way.

13. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The Project is a commercial development with no residential uses and therefore, this finding does not apply. Nevertheless, the Project would include several open space areas, including landscaped outdoor terraces on the various upper floors as well as a public plaza at the corner of Seward Street and Romaine Street. Additionally, the Project is conditioned to provide trees on-site and in the public right-of-way. The Project would provide approximately 33,100 square feet of open space.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

I. INTRODUCTION.

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of the 1000 Seward Project (Project), located at 1000 and 1006 Seward Street; 1003, 1007, and 1013 Hudson Avenue; and 6565 Romaine Street (Site or Project Site). The Project is comprised of the demolition of two existing commercial buildings totaling 10,993 square feet and a surface parking lot, and the development of a nine-story commercial building with new office, restaurant, and retail uses totaling 150,600 square feet (as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR).

The City of Los Angeles (City), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an Environmental Impact Report (EIR) (Case Number ENV-2020-1239-EIR/State Clearinghouse No. 2020120239). The EIR was prepared in compliance with the California Environmental Quality Act of 1970 (CEQA), Public Resources Code (PRC) Section 21000 et seq. and the California Code of Regulations Title 15, Chapter 6 (CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002

goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See PRC Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.
2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.
3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant”, these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

The findings provided below include the following:

- Description of Significant Effects – A description of the environmental effects identified in the EIR.
- Project Design Features – A list of the project design features or actions that are included as part of the Project.
- Mitigation Measures – A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- Finding – One or more of the three possible findings set forth above for each of the significant impacts.
- Rationale for Finding – A summary of the rationale for the finding(s).
- Reference – A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines Sections 15093, 15043[b]; see also PRC Section 21081[b].)

II. ENVIRONMENTAL REVIEW PROCESS.

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles Department of City Planning (on behalf of the City of Los Angeles, Lead Agency) in accordance with the requirements of CEQA (PRC Section 21000 et seq.). The City prepared an Initial Study in accordance with Section 15063(a) of the CEQA Guidelines.

Notice of Preparation. Pursuant to the provisions of Section 15082 of the CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on December 22, 2020 and ending on January 22, 2021. The NOP also provided notice of a Public Scoping Meeting held on January 7, 2021. The purpose of the NOP and Public Scoping Meeting was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and the Scoping Meeting were submitted to the City by various public agencies, interested organizations and individuals. The NOP, Initial Study, and NOP comment letters are included in Appendix A of the Draft EIR.

- **Draft EIR.** The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of alternatives to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2020120239), incorporated herein by reference in full, was prepared pursuant to CEQA and the City's CEQA Guidelines (City of Los Angeles California Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45-day public comment period beginning on June 9, 2022 and ending on July 25, 2022. A Notice of Availability (NOA) was distributed on June 9, 2022 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Hollywood Regional Branch Library, and John C. Fremont Branch Library. A copy of the document was also posted online at https://planning.lacity.org. Notices were filed with the County Clerk on June 6, 2022.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on June 6, 2022, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City released a Final EIR for the Project on May 19, 2023, which is hereby incorporated by reference in full. The Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Final EIR also incorporates the Draft EIR by reference. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Chapter II, Responses to Comments, of the Final EIR. On May 19, 2023, responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties.

Public Hearing. A noticed public hearing for the Project was held by the Hearing Officer on behalf of the City Planning Commission on June 13, 2023.

III. PROJECT DESCRIPTION

The Project would develop new office, restaurant, and retail uses totaling 150,600 square feet by demolishing both existing buildings on the Project Site and developing 136,984 square feet of office uses, 11,152 square feet of restaurant uses (of which approximately 6,100 square feet may be used for an entertainment use), and 2,464 square feet of retail uses, with a total floor area ratio (FAR) of 4.4:1. The proposed uses would be located within a single nine-story building (with an additional rooftop level for mechanical equipment and an outdoor terrace), with a maximum height of 127 feet and 6 inches to the top of the highest occupiable level and a maximum height of 155 feet to the top of the elevator shaft. The Project would provide 310 vehicular parking spaces and 58 bicycle parking spaces (36 long-term and 22-short term) within four subterranean levels, one at-grade level, and one fully enclosed and mechanically ventilated above grade parking level.

The building's ground floor would include retail and restaurant uses, including an outdoor dining area, a lobby for the office use, and parking, as well as an electrical room, transformer, fan, and trash room. Above the ground level, the mezzanine would include additional parking and office uses. Levels 3 through 8 would include office uses and several outdoor terraces and Level 9 would feature restaurant/hospitality/entertainment uses, office uses, and an outdoor dining terrace. The roof would house the building's mechanical equipment as well as and an outdoor entertainment/tenant terrace. The Project would require a General Plan Amendment to the Hollywood Community Plan to change the land use designation for a portion of the Project Site from Medium Residential to Limited Manufacturing to match the balance of the Project Site and a Vesting Zone Change from R3 and MR1 to M1 to allow for the office use across the entire Project, and a Height District Change from Height District No. 1 to Height District No. 2 with a D Limitation to allow a 4.5:1 FAR.

While no open space is required by the Los Angeles Municipal Code (LAMC), the Project would incorporate open space throughout the Project Site. Tenant terraces would be located on Levels 2, 3, 4, 7, 8, 9, and the roof and would feature lounge seating and landscaping. Level 9 would include a restaurant/entertainment terrace. Additional common open space would be provided on the first floor of the building and would include walkways, outdoor dining seating, new trees, and raised planters. The Project would provide approximately 33,100 square feet of open space (500 square feet of which would be a publicly accessible ground-floor plaza). The Project would remove one non-protected tree and the existing landscaping from the Project Site and include eight new street trees along Romaine Street and Hudson Avenue where no street trees currently exist.

IV. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT WITHOUT MITIGATION IN THE INITIAL STUDY

The City Planning Department prepared an Initial Study dated November 18, 2020, which is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant without mitigation:

I. Aesthetics
- a. Scenic Vista
- b. Scenic Resources
- c. Visual Character
- d. Light & Glare

II. Agricultural and Forest Resources
- a. Farmland
- b. Existing Zoning for Agricultural Use
- c. Forest Land or Timberland Zoning

d. Loss or Conservation of Forest Land
e. Other Changes in the Existing Environment

III. Air Quality
d. Objectionable Odors

IV. Biological Resources
a. Special Status Species
b. Riparian Habitat and Wetlands
c. Wetlands
d. Local Preservation Policies
e. Habitat Conservation Plans

V. Cultural Resources
a. Archeological Resources
b. Human Remains

VII. Geological Resources
a. Landslides
b. Soil Erosion
c. Unstable Geologic Unit
d. Expansive Soil
e. Septic Tanks
f. Paleontological Resource

IX. Hazards and Hazardous Materials
a. Significant Hazard through Routine Transportation
b. Foreseeable Significant Hazard
c. Within One-Quarter Mile of Schools
d. Hazardous Site
e. Airport Land Use Plan
f. Emergency Response Plan
g. Wildland Fires

X. Hydrology and Water Quality
a. Water Quality Standards
b. Groundwater Supply
c. Drainage
d. Flood Hazard
e. Water Quality Control Plan

XI. Land Use and Planning
a. Established Community

XII. Mineral Resources
a. Loss of Known Mineral Resources
b. Loss of Mineral Resources Recovery Site

XIII. Noise
a. Airport Land Use Plans

XIV. Population and Housing
a. Displacement of Existing Housing
b. Displacement of Existing Residents

XV. Public Services
- a. Schools
- b. Parks

XVI. Recreation
- a. Increase Use of Parks
- b. Recreational Facilities

XVII. Transportation
- c. Geometric Design
- d. Inadequate Emergency Access

XIX. Utilities and Service Systems
- c. Adequate Waste Water Capacity
- d. Generate Solid Waste
- e. Solid Waste Reduction Statutes

XIX. Wildfire
- a. Impair an Emergency Response Plan
- b. Exacerbate Wildfire Risks
- c. Require Associated Infrastructure
- d. Exposure to Post-Fire Risks

The City has reviewed the record and agrees with the conclusion that the above environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Initial Study.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT PRIOR TO MITIGATION

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact as a result of implementation of project design features and compliance with existing regulations) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Aesthetics:

As discussed on pages VI-13 through VI-20 in Chapter VI, Other CEQA Considerations, of the Draft EIR and pages 19 through 26 in the Initial Study included in Appendix A of the Draft EIR, under Senate Bill (SB) 743 and PRC Section 21099(d)(1), a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if it meets certain criteria as an employment center project, and is located on an infill site within a transit priority area. The Project meets these criteria as it is an employment center, in-fill project, within a transit priority area (TPA) since the Project Site is served by bus lines operated by Metro along Santa Monica Boulevard, Highland Avenue, and Vine Street. Metro Local Route 4 is located within 0.2 mile of the Project Site and Metro Local Routes 210 and 224 operate within 0.5 mile of the Project Site. Additionally, the LADOT's DASH Hollywood line operates 0.4 mile north of the Project Site. Therefore, pursuant to SB 743 and PRC Section 21099(d)(1), the Project's

aesthetic impacts would be less than significant. Specifically, the Project would not: have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway; conflict with applicable zoning and other regulations governing scenic quality; or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, in accordance with SB 743 and PCR Section 21099(d)(1), Project-level and cumulative impacts related to aesthetics would be less than significant.

Agricultural and Forest Resources:

As discussed on page VI-21 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 27 through 28 in the Initial Study included in Appendix A of the Draft EIR, the Project Site and surrounding area are not zoned for agricultural or forest uses, and no agricultural or forest lands occur on-site or in the Project area. As such, the Project would not contribute to a cumulative impact related to agricultural and forest resources. Therefore, no Project-level and cumulative impacts related to agricultural and forest resources would occur.

Air Quality:

As discussed on pages IV.A-45 through IV.A-54 in Section IV.A, Air Quality, of the Draft EIR, and the Air Quality and Greenhouse Gas Emissions technical report contained in Appendix B of the Draft EIR, the Project would not conflict with or obstruct implementation of the Air Quality Management Plan (AQMP) and the Air Quality Element of the City's General Plan (Air Quality Element), in part because: the Project is an infill commercial development within an existing urbanized area that would concentrate new office, restaurant, and retail uses in an area well served by transit thereby advancing regional goals to reduce vehicle miles traveled (VMT) that has the benefit of reducing air emissions compared to the average regional project; as shown on Table IV.A-6, *Estimate of Maximum Regional Project Daily Construction Emissions (pounds per day)* and Table IV.A-7, *Estimate of Maximum Regional Project Daily Operational Emissions - At Project Buildout,* (as revised on pages III-13 and III-14 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR), the Project would not exceed any Southcoast Air Quality Management District (SCAQMD) localized significance thresholds for air quality emissions; the Project would not introduce any substantial stationary sources of emissions; no intersections would require a carbon monoxide (CO) hotspot analysis, and therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations; the Project would be consistent with SCAG's 2016–2040 and 2020-2045 RTP/SCS projections regarding population, housing, and growth trends and therefore, the Project's jobs would not conflict with the long-term employment or population projections upon which the 2016 AQMP is based; the Project would comply with all applicable regulatory standards regarding air emissions; the Project also would incorporate Project Design Feature GHG-PDF-1 which is designed primarily to reduce greenhouse gas (GHG) emissions but also serves to reduce the criteria air pollutants; the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit, opportunities for walking and biking, and inclusion of bicycle parking spaces, thereby facilitating a reduction in VMT; the Project would enhance pedestrian activity along Seward Street, Hudson Avenue, and Romaine Street through building design and proposed streetscape amenities by providing ground-level, community-serving retail and restaurant uses, as well as new landscaping and street trees; and the Project will include electric vehicle parking spaces and infrastructure for future spaces. As such, the Project's contribution to conflicts with adopted air quality plans would not be considerable.

As discussed on pages IV.A-55 through IV.A-64 in Section IV.A, Air Quality, of the Draft EIR, and in the Air Quality and Greenhouse Gas Emissions report contained in Appendix B of the Draft EIR, the Project would not exceed SCAG thresholds for regional or localized criteria

pollutant emissions or expose sensitive receptors to substantially pollutant concentrations, in part because: as shown in Table IV.A-6, *Estimate of Maximum Regional Project Daily Construction Emissions (pounds per day),* Table IV.A-7, *Estimate of Maximum Regional Project Daily Operational Emissions - At Project Buildout,* Table IV.A-8, *Estimate of Maximum Localized Daily Project Construction Emissions (pounds per day)*, and Table IV.A-9, *Estimate of Maximum Localized Project Daily Operational Emissions—At Project Buildout (pounds per day)*, (as revised on pages III-13 to III-16 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR the Project would not exceed the regional or localized thresholds of significance for volatile organ compounds (VOC), nitrogen oxide (NOx), CO, sulfur oxide (SOx) or particulate matter (PM_{10} and $PM_{2.5}$); the Project would incorporate Project Design Features AIR-PDF-1 and GHG-PDF-1 to support and promote environmental sustainability; the highest average daily trips at an intersection under the Future With Project Conditions would be approximately 41,750 trips at the intersection of Santa Monica Boulevard and Wilcox Avenue , which is significantly below the daily traffic volumes that would be expected to generate CO exceedances; the Project's commercial, retail and restaurant land uses are not considered land uses that generate substantial toxic air contaminant (TAC) emissions; and individual projects that do not exceed the project-level thresholds for those pollutants for which the Air Basin is in non-attainment would not be cumulatively considerable.

For all the reasons summarized above, and set forth in the Draft EIR, Project-level and cumulative impacts related to air quality would be less than significant.

As described on pages VI-21 through VI-22 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on page IS-30 in the Initial Study contained in Appendix A of the Draft EIR, the Project's construction and operation would not create odors or other air quality emissions that would adversely affect a substantial number of people, in part because: neither construction nor operation of the Project would generate odors that are not typical for construction of office, retail restaurant uses which are not the types of uses that generally result in nuisance odors; on-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control; and the construction and operation of the Project would comply with SCAQMD Rules 401, 402, and 403 regarding visible emissions violations. As such, the Project's contribution to a cumulative impacts regarding odors and other emissions would not be cumulatively considerable. Therefore, Project-level and cumulative impacts related to odors or other emissions would be less than significant.

Biological Resources:

As discussed on pages VI-22 through VI-23 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 31 through 35 in the Initial Study included in Appendix A of the Draft EIR, and the Tree Report included as Appendix IS-1 of the Initial Study, the Project would not have a substantial impact on any candidate, sensitive or special status species, riparian or other sensitive communities or federally protected wetlands, native resident or migratory wildlife corridors or native wildlife nursery sites, water bodies, nor would it conflict with any local policies protecting biological resources, or conflict with an adopted habitat conservation plan, in part because: the Project Site is located in an urbanized area and is currently developed with a restaurant, studio and production space, and surface parking and has limited ornamental landscaping; due to the developed nature of the Project area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings; there are no riparian or other sensitive natural communities or federally protected wetlands on-site or in the Project area; there are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity; no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity; no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans are applicable to the Project Site; no protected trees are present on the Project Site; no City right-of-way trees are adjacent to the

Project Site; and the Project would comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. As such, the Project's contribution to cumulative impacts related to biological resources would not be considerable. Therefore, Project-level and cumulative impacts related to biological resources would be less than significant.

Cultural Resources (except the Seward Film Vaults):

As discussed on pages IV.B-19 through IV.B-30 and IV.B-32 through IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR, and in the Historical Recourses Technical Report – 1000 Seward, Los Angeles (Historic Report) included in Appendix C of the Draft EIR, the Project would not directly or indirectly cause a substantial adverse change in the significance of a historical resource, other than the Seward Film Vaults, in part because: there are no historical resources on the Project Site; no portion of the potentially historic Hollywood Center Studios, located across Seward Street from the Project Site, would be demolished, relocated, rehabilitated, altered, or converted; all buildings and features of the Hollywood Center Studios campus would remain intact in their current locations and would not be materially altered by the Project; and the Project Site would not impact the ability of the Hollywood Center Studios to be eligible for listing as a historic district in the National Register or the California Register, or designated as a City Historical Cultural Monument (HCM). As such, the Project's contribution to cumulative impacts on the Hollywood Center Studio would not be considerable. Therefore, Project-level and cumulative impacts related to historical resources, other than the Seward Film Vaults, would be less than significant. For findings related to historical resources impacts on the Seward Film Vaults, see Section VII, Less than Significant Impacts with Mitigation, of these Findings.

As discussed on pages IV.B-34 through IV.B-36 in Section IV.B, Cultural Resources, of the Draft EIR, and on pages 36 through 37 in the Initial Study contained in Appendix C of the Draft EIR, the Project would not cause a substantial change in the significance of an archeological resource nor disturb any human remains, in part because: the Project Site is located within an urbanized area of the City and has been subject to grading and development in the past and therefore, the potential to uncover surficial archaeological resources or human remains is low; a cultural resources records search indicated no archeological resources have been recorded within 0.5mile of the Project Site; the Project would be subject to the City's standard condition of approval to address inadvertent discovery of archaeological resources in case archaeological resources are encountered during construction; and in the event that human remains were discovered during construction, the Project would be subject to California Health and Safety Code Section 7050.5 and if applicable, to CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98 regarding Native American remains. As such, the Project's contribution to cumulative impacts on archeological resources and human remains would not be considerable. Therefore, Project-level and cumulative impacts related to archeological resources would be less than significant.

Energy:

As discussed on pages IV.C-21 through IV.C-44 in Section IV.C, Energy, of the Draft EIR, and as shown in the energy calculations included in Appendix D of the Draft EIR, Project construction activities and operation would consume electricity, natural gas and transportation energy. However, this consumption would occur in accordance with both applicable energy efficiency regulations and the Project's Transportation Demand Management (TDM) requirements pursuant to Project Design Feature TR-PDF-1 which would include VMT reduction measures which would minimize transportation fuel consumption, as well as Project Design Features GHG-PDF-1 (which requires incorporation of the additional energy conservation features required to attain LEED Gold certification) and WAT-PDF-1 (which requires

incorporation of water conservation features above code requirements). Moreover, the Project would not conflict with the 2020-2045 RTP/SCS as it would develop a high-density mixed-use infill project within a SCAG-designated HQTA and City-designed TPA in close proximity to transit, which would maximize transit and other alternative modes of transportation and minimize VMT and energy use. As such, the Project would not: result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation; or conflict with or obstruct a State or local plan for renewable energy or energy efficiency; or result in a considerable contribution to cumulative impacts related to energy resources. Therefore, Project-level and cumulative impacts related to energy resources would be less than significant.

Geology and Soils (including Paleontological Resources):

As discussed on pages VI-23 through VI-25 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 39 through 45 in the Initial Study included in Appendix A of the Draft EIR, the Geotechnical Investigation included as Appendix IS-2 of the Initial Study, and the Paleontological Search Results included as Appendix IS-3 of the Initial Study, the Project Site is relatively flat, with no geological or soils conditions which would be exacerbated by the Project, nor known paleontological resources, nor unique geological features, nor will the Project include a septic system. Additionally, the Project Site is not within the Alquist-Priolo Earthquake Fault Zone, or within a City-designated Fault Rupture Study Area, and no known faults underlie the Project Site and the Project Site is not within a State designated Liquefaction Hazard Zone, nor in a State or City mapped landslide area. As such, with implementation of regulatory requirements for construction and the City's standard Condition of Approval for treatment of inadvertent paleontology resource discoveries, the Project would not: cause potential substantial adverse effects, caused in whole or in part by the Project's exacerbation of existing environmental conditions involving fault rupture, strong seismic ground, seismic-related ground failure (including liquefaction), or landslides; result in substantial soil erosion or loss of topsoil; be located on a geologic unit that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the Project's exacerbation of the existing environmental conditions; result in impacts associated with expansive soils, creating substantial direct or indirect risks to life or property; directly or indirectly destroy a unique paleontological resource or unique geological feature; involve a septic system; or result in a cumulatively considerable cumulative impact related to geology and soils or paleontological resources. Therefore, the Project-level and cumulative impacts related to geology and soils would be less than significant.

Greenhouse Gas Emissions:

As discussed on pages IV.D-49 through IV.D-80 in Section IV.D, Greenhouse Gas Emissions, and in worksheets, assumptions and calculations in the Air Quality and Greenhouse Gas Emissions technical report contained in Appendix B of the Draft EIR, while the Project would generate GHG emissions, that would directly or indirectly have an impact on the environment, the Project would not conflict with the applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs contained in the 2008 Climate Change Scoping Plan, and subsequent updates, SCAG's 2020-2045 RTP/SCS, and the City's Sustainable City pLAn/L.A.'s Green New Deal, in part because: the Project is an infill development within an existing urbanized area that would introduce new retail, restaurant, and office buildings in close proximity to public transportation and would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS; the Project Site is in a transit-rich area in proximity to housing and commercial uses that would reduce VMT and thereby reduce GHG emissions; the Project would result in 40 percent less overall VMT and resultant GHG emissions in comparison to a project without VMT reducing characteristics such as availability of nearby

transit; the Project would comply with applicable provisions of the City's Green Building Code that in turn require compliance with mandatory standards included in the CALGreen Code, including the 2019 Title 24 standards; the Project would include electric vehicle charging stations and electric vehicle supply wiring consistent with City regulatory requirements; the Project would incorporate water conservation features pursuant to Project Design Feature WAT-PDF-1 which have the effect of reducing GHG emissions; the Project is consistent with 2020–2045 RTP/SCS applicable growth forecasts; due to its location, sustainability and water conservation features, the Project would result in a reduction of vehicle trips and VMT, an increased use of alternative fuel vehicles, and improved energy efficiency; the Project would comply with the City's Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the targets included in the Sustainable City pLAn/L.A.'s Green New Deal with regard to energy-efficient buildings and waste and landfills; the Project would provide secure short- and long-term bicycle storage areas for Project employees and visitors; and the Project's contribution to cumulative impacts regarding GHG emissions would not be cumulatively considerable because the Project would not conflict with applicable plans, policies or regulations relating to reducing GHG emissions and because the analysis of a project's GHG emissions is inherently a cumulative impacts analysis since climate change is a global problem and the emissions from any single project alone would be negligible. As further discussed therein, for informational purposes only, the Project's construction and operation GHG emissions were presented in the Draft EIR; however, there are no adopted thresholds for emissions and therefore, these Findings are appropriately based on whether the Project would conflict with an applicable, plan, policy or regulation adopted for the purpose of reducing the emission of GHGs. Therefore, Project-level and cumulative impacts related to GHG emissions would be less than significant.

Hazards and Hazardous Materials:

As discussed on pages VI-25 through VI-29 in Chapter VI, Other CEQA Considerations, of the Draft EIR, on pages IS-47 through IS-54 in the Initial Study contained in Appendix A of the Draft EIR, and in Appendix IS-4, the Phase I ESA, and Appendix IS-5, the Hazardous Gas Assessment, included in the Initial Study, the Project would not use large quantities of hazardous materials; given that the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for commercial uses, the Project would not include the routine transport, use or disposal of substantial amounts of hazardous materials, and would follow all applicable hazardous materials regulations and manufacturer specifications/instructions; the Project would comply with all applicable regulations regarding the handing, disposal and accidental spill or release of hazardous materials including compliance with the LAMC regarding methane and PCBs, asbestos or lead-based paint; the Project would not be located within two miles of an airport or airstrip and is not within an airport land use plan; Project Design Feature TR-PDF-2 incorporates the implementation of a construction traffic management plan (CTPM) to ensure that construction activities would not interfere with circulation or the City's Emergency Response Plan; the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or within a City-designated fire buffer zone. Furthermore, the Project would be developed in accordance with LAMC requirements pertaining to fire safety; and the Project's contribution to a cumulative impact related to hazards and hazardous materials would not be cumulatively considerable. Additionally, while the Project Site is located within 0.25 mile of the Hubert Howe Bancroft Middle School, all activities involving the handling and disposal of hazardous materials and wastes would occur in compliance with all applicable federal, State, and local requirements concerning the handling and disposal of hazardous materials and waste during construction and operation. Similarly, although Project construction has the potential to encounter contaminated soil due to historic uses on the Project Site, compliance with federal, State, and local regulations would ensure that the contaminated soil, if any, is handled and disposed of without danger to workers or the public. As such, the Project would not: create a significant hazard to the public or

the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving hazardous materials; emit hazardous emissions within one-quarter mile of a school; be located on listed hazardous materials sites and create a significant hazard caused from the project's exacerbation of existing environmental conditions; result in a safety hazard; impair implementation of or physically interfere with an adopted emergency response or evacuation plan; expose people or structures to a significant risk involving wildland fires; or result in a considerable contribution to cumulative impacts related to hazards or hazardous materials. Therefore, Project-level and cumulative impacts related to hazards and hazardous material would be less than significant.

Hydrology and Water Quality:

As stated on pages VI-29 through VI-32 in Chapter VI, Other CEQA Considerations, of the Draft EIR, on pages 54 through 61 of the Initial Study contained in Appendix A of the Draft EIR, and in Appendices IS-2, the Geotechnical Investigation, and IS-6, the Water Resources Report, included in the Initial Study, Project construction and operational activities would be subject to applicable water quality and drainage and erosion requirements, such as the NPDES (National Pollutant Discharge Elimination System) Construction General Permit and City requirements including a Stormwater Pollution Prevention Plan (SWPPP), best management practices (BMPs) and the Low Impact Development (LID) Ordinance requirements) that would avoid the violation of water quality standards/waste discharge requirements and avoid substantial erosion; the Project would cover virtually the entire Project Site with impervious surfaces similar to existing conditions, and, therefore, the groundwater recharge potential would remain minimal; the Project's BMPs would control stormwater runoff with no increase in runoff resulting from the Project; the Project would include new structural BMPs throughout the Project Site which would reduce the amount of pollutants entering the stormwater system and groundwater; the Project would handle and dispose of potentially contaminated soils in compliance with all federal, State and local regulations; and the Project would not include the installation of water supply wells, and there are no existing wells or spreading ground within 1 mile of the Project Site. Thus, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Project may impede sustainable groundwater management of the basin. Additionally, as further indicated therein, the Project Site is not located within a 100-year flood hazard area as mapped by FEMA or by the City; is not located within a tsunami hazard area; there are no standing bodies of water near the Project Site that may experience a seiche; and while located within a potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam, the Los Angeles Department of Water and Power (LADWP), which operates the dam, mitigates the potential for overflow and seiche hazard through control of water levels and dam wall height. For all these reasons, the Project would not: violate water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge; result in substantial erosion/siltation; create runoff that exceeds stormwater drainage system capacity or create substantial polluted runoff; impede/redirect flood flows; risk release of pollutants due to inundation from 100-year floods, tsunamis or seiches; or result in a cumulatively significant contribution to cumulative impacts related to hydrology or water quality. As such, Project-level and cumulative impacts related to hydrology and water quality would be less than significant.

Land Use and Planning:

As discussed on pages IV-16 through IV-27 in Section IV.E, Land Use and Planning, of the Draft EIR, and in the Land Use Tables included in Appendix F of the Draft EIR, the Project would not conflict with a land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect including the General Plan Framework Element's Land Use, Open Space

and Conservation, Economic Development, and Infrastructure Chapters, the General Plan's Conservation and Health and Wellness Elements, the Mobility Plan 2035, the Hollywood Community Plan, the LAMC, the Citywide Design Guidelines, and SCAG's 2020-2045 RTP/SCS, in part because the Project would: contribute to the needs of the City's existing and future residents, businesses, and visitors by providing new office, restaurant, and retail uses; be located in an area with convenient access to public transit and opportunities for walking and biking that would promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution, while supporting the State and City objectives of encouraging new multi-family residential, retail, restaurant, and office uses along primary transit corridors/boulevards and in designated Regional Centers; include community-serving retail, restaurant, and new landscaping on the ground level, thereby promoting a pedestrian-friendly environment; incorporate a variety of open space and amenities throughout the Project Site; include design elements that promote individual and community safety throughout the Project Site, including open space areas that are well-lit and equipped with a closed-circuit camera system to allow for constant monitoring of such areas; provide for safe passage of all modes of travel during construction and operation; incorporate a Transportation Demand Management (TDM) Program pursuant to Project Design Feature TR-PDF-1; include streetscape amenities including outdoor dining seating, new trees, and raised planters; provide new employment opportunities within a reasonable commuting distance from residential locations; incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen, including, but not limited to, photovoltaic cells, electric vehicle charging stations, material recycling stations, highly efficient HVAC system, energy-efficient wall insulation and glazing units, WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use, Energy Star–labeled appliances, and water-efficient landscape design; include the installation of an infiltration system, capture and use system, biofiltration/bioretention system, or a combination of these as required by the City's LID Manual; and be consistent with the zoning regulations upon approval of the requested entitlements. Additionally, as discussed on page VI-32 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on page 62 in the Initial Study contained in Appendix A of the Draft EIR, the Project would not physically divide an established community because: the Project Site is located in a highly urbanized area; the Project's office and commercial uses are consistent with the allowable uses and the surrounding uses; all the development would occur within the boundaries of the Project Site; and the Project does not propose a freeway or other large infrastructure that would divide a community. As such, the Project's contribution to a cumulative impact related to land use and planning would not be considerable. Therefore, Project-level and cumulative impacts related to land use and planning would be less than significant.

Mineral Resources:

As discussed on pages VI-32 through VI-33 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on page 63 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have no impacts related to mineral resources because: no mineral extraction operations currently occur on the Project Site; the Project Site is located within an urbanized area and has been previously disturbed by development; and the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey or a City-designated oil field or oil drilling area. As such, the Project would not contribute to a cumulative impact related to mineral resources. Therefore, no Project-level and cumulative impacts related to mineral resources would occur.

Noise (except for on-site noise impacts to sensitive receptors location R1, R2 and R3, on-site construction vibration impacts related to structure damage to the Seward Film Vaults, on-site construction vibration impacts related to human annoyance at sensitive

receptor locations R1 and R2, off-site construction noise impacts along Seward Street, off-site construction vibration impacts related to human annoyance, and cumulative off-site construction vibration impacts related to human annoyance):

As discussed on pages IV.F-35 through IV.F-47, IV.F-51 through IV.F-53, and IV.F-56 through IV.F-64 in Section IV.F, Noise, of the Draft EIR, and in the Noise Calculations Worksheets included in Appendix G of the Draft EIR, the Project would not result in significant impacts associated with on-site construction noise on sensitive receptor locations R4 and R5, off-site construction truck noise, except along Seward Street, operation vibrations related to building damage or human annoyance, or cumulative impacts, other than off-site construction vibration, in part because: as shown in Table IV.F-11, *Construction Noise* Impacts, of the Draft EIR, Project construction noise will not exceed the level of significance of 4 A-weighted decibels (dBA) over ambient noise levels at sensitive receptor locations R4 and R5; as shown in Table IV.F-12, *Off-Site Construction Truck Noise Levels*, of the Draft EIR, the hourly noise levels generated by construction trucks during all stages of Project construction would be below the significance level of an increase of 5 dBA over ambient noise levels along four of five of the truck route streets (Ardmore Avenue, Melrose Avenue, Santa Monica Boulevard, and Western Avenue); as shown on Tables IV.F-13 through IV.F-19, of the Draft EIR, operational noise levels for mechanical equipment, outdoor spaces, parking facilities, loading area and trash collection, off-site mobile sources, and composite noise would be less than the 5 dBA level of significance; as shown in Table IV.F-20, *Construction Vibration Impacts - Building Damage*, for all buildings near the Project Site, other than the Seward Film Faults, construction vibration impacts would be below the threshold of significance of 0.3, 0.5 or 0.12 peak particle velocity (PPV) for building damage; the estimated vibration which would be generated by construction trucks traveling along the anticipated truck route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to damage from vibrations; as shown in Table IV.F-20, *Construction Vibration Impacts – Human* Annoyance, of the Draft EIR, vibration impacts related to human annoyance would be below the level of significance at sensitive receptor locations R3 and R4 as well as receptor location R5; vibration impacts related to building damage and human annoyance from Project operation would not exceed the thresholds of significance for building damage nor generate perceptible vibration levels at off-site sensitive uses; and the Project would implement Project Design Features NOI-PDF-1 through NOI-PDF-5 to minimize construction and operation noise. As further discussed therein, while the Project would generate noise and vibrations, the related projects would not combine for a cumulative impact related to noise or vibrations, in part because: 12 of the 16 related projects are located too far from the Project Site to combine for a cumulative noise impact; of the four related projects located within 1,000 feet of the Project Site, Related Project Nos. 2, 3 and 4 have been completed and Related Project No. 1 has not been built and the approval has expired, and therefore, they would not contribute to a cumulative construction noise impact; of the related projects that could utilize a similar truck route to the Project, Related Project Nos. 4, 5, 7, and 9 have been constructed, Related Project No. 13 is under construction and would not generate the necessary number (96) of cumulative truck trips to exceed the threshold of significance, Related Project No. 11 would not overlap with the Project's construction, and Related Project No. 1 has not been built and the approval has expired, and therefore, they would not contribute to the cumulative off-site construction noise impacts; all related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise levels from project operation; the estimated cumulative noise increase from Project and related projects traffic during operation would be below the 3 dBA threshold of significance; Related Project No. 1 has not been built and the approval has expired and thus, cannot combine for a cumulative construction or operation vibration impact; and vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated truck route(s) would be below the most stringent building damage significance criteria of 0.12 PPV for buildings extremely susceptible to vibration.

For all the reasons summarized above, and set forth in the Draft EIR, Project-level and cumulative impacts, other than noise and vibration impacts to the Seward Film Vaults, on-site noise impacts to sensitive receptors, off-site construction noise impacts along Seward Street, on-site and off-site construction vibration impacts related to human annoyance, and cumulative off-site construction vibration impacts related to human annoyance, would be less than significant.

As discussed on page VI-33 in Chapter VI, Other CEQA Considerations, and pages 64 through 65 in the Initial Study contained in Appendix A of the Draft EIR, the Project would not have an impact on a private airstrip or airport land use plan because the Project Site is not located within the vicinity of a private airstrip or within 2 miles of a public airport or public use airport and therefore, would not expose people residing or working in the Project area to excessive airport noise. As such, the Project would not contribute to a cumulative impact. Therefore, Project-level and cumulative impacts related to excessive airport noise would be less than significant.

For findings related impacts associated with construction noise impacts to sensitive receptor location R3, see Section VII, Less than Significant Impacts with Mitigation, of these Findings. For findings related to on-site construction vibration impacts to the Seward Film Vaults, on-site construction noise and human annoyance vibration impacts to sensitive receptor locations R1 and R2, off-site construction noise along Seward Street, off-site construction and vibration impacts related to human annoyance, and off-site cumulative vibration impacts related to human annoyance see Section VII, Significant and Unavoidable Impacts, of these Findings.

Population and Housing:

As discussed on pages VI-33 to VI-34 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 65 through 66 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have no impacts related to population and housing, in part because: the Project would not directly induce a new residential population; the estimated 584 net new employment opportunities generated by the Project are within the projections by the 2020–2045 RTP/SCS and represent only 0.03 percent of the total growth in the number of employees in 2025 and 1.18 percent of the growth between 2020 and 2025; construction related jobs would be short term and temporary; some of the housing demand generated by the Project employees would be filled by then-existing vacancies in the housing market and others by any new residential developments that may occur in the vicinity of the Project Site, or would be filled by people already residing in the vicinity of the Project Site; and the Project would not displace any existing people or housing. As such, the Project would not contribute to a cumulative impact related to population and housing. Therefore, no Project-level and cumulative impacts related to population and housing would occur.

Public Services – Fire Protection:

As discussed on pages IV.G.1–19 through IV.G.1–25 in Section IV.G.1 , Public Services – Fire Protection, of the Draft EIR, and the Water Utility Report contained in Appendix M of the Draft EIR, while Project construction activities have the potential to result in accidental on-site fires and construction traffic, construction would not create a significant impact on fire protection services, in part because: the Project would apply standard construction procedures to ensure that construction contractors and work crews would minimize these hazards; construction impacts are temporary; the Project would comply with OSHA regulations regarding emergency response and fire safety operations and fire suppression equipment use; emergency drivers have a variety of options for dealing with traffic pursuant to California Vehicle Code (CVC) Section 21806; the Project would implement Project Design Feature TR-PDF-2 (Construction Management Plan) which includes provisions for maintaining emergency access during construction; the Project would employ traffic controls to control traffic movement during

temporary traffic flow disruptions and to assure emergency access is maintained; and traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.

As further discussed therein, while Project operation would generate increased demand on the LAFD, the Project would not cause a significant impact associated with facilities and equipment, emergency access, and fire flow, in part because: the Project Site would be serviced by the existing four fire stations within two miles of the Project Site; the Project would comply with LAMC City Building and Fire Code requirements, including, but not limited to, site access, clearances, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, automatic fire sprinkler systems, video camera surveillance system, egress stairways, fire service access elevators, stairways with roof access, enclosed elevator lobbies, and escalator openings or stairways; the Project would not include the installation of barriers to emergency access; the area surrounding the Project Site includes an established street system; fire hydrant flow to the Project Site is adequate to meet LAMC requirements after relocating the 6-inch water main connection in Eleanor Avenue to the 8-inch water main on Seward Street; impacts associated with this relocated connection would be temporary in nature and would not cause lasting effects that would impact LAFD operations; and pursuant to the LADWP, there is sufficient water pressure for the proposed fire sprinkler system, and as such, the Project's fire sprinkler suppression system would reduce or eliminate the public hydrant demands. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. As further indicated therein, with the implementation of Project Design Feature TR-PDF-1, and with compliance with applicable fire protection and fire flow requirements during construction and operation, and compliance with applicable fire/life safety regulations, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Los Angeles Fire Department (LAFD) facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. Therefore, Project Project-level and cumulative impacts related to fire protection would be less than significant.

Public Services – Police Protection:

As discussed on pages IV.G.2-13 through IV.G.2-16 in Section IV.G.2, Public Services – Police Protection, of the Draft EIR, the Project would implement project design features to ensure safety and reduce the need for police services during construction (Project Design Feature POL-PDF-1) and operation (Project Design Features POL-PDF-2, POL-PDF-3, POL-PDF-4, POL-PDF-5, and POL-PDF-6) and the Project does not include uses that would require additional specialized police facilities, such as military facilities, hazardous materials, or other uses that may warrant such facilities. As further indicated therein, with the implementation of these Project Design Features and City-required security measures, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered Los Angeles Police Department (LAPD) facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, Project-level and cumulative impacts related to police protection would be less than significant.

Public Services – Schools:

As discussed on page VI-34 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 67 through 68 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have a less than significant impact on schools because: the Project does not propose the development of residential uses; implementation of the Project would not result in a direct

increase in the number of students within the service area of Los Angeles Unified School District (LAUSD); and implementation would not result in an indirect impact to the LAUSD from Project Site employment since not all employees of the Project are likely to reside in the vicinity of the Project Site. As further indicated therein, pursuant to Government Code Section 65995, payment of development fees for schools to LAUSD fully removes Project-related school impacts. As such, the Project's contribution to cumulative impacts related to schools would not be considerable. Therefore, Project-level and cumulative impacts related to substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities would be less than significant.

Public Services – Parks:
As discussed on pages VI-34 through VI-35 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on pages 68 through 69 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have a less than significant impact related to parks because: the Project does not propose the development of residential uses; new employment opportunities that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities; only a fraction of the new employees generated by the Project could create a demand for parks because use would be limited due to work obligations and the amount of time it would take for employees to access off-site local parks; Project employees would be more likely to use parks near their homes during non-work hours; and the Project would provide on-site open space amenities such as landscaped terraces with seating for use by employees and outdoor customers, reducing the likelihood employees would use local parks. As such, the Project's contribution to a cumulative impact related to parks would not be considerable. Therefore, Project-level and cumulative impacts related to substantial adverse physical impacts associated with the provision of new or physically altered park facilities or the need for new or physically altered park facilities would be less than significant.

Other Public Facilities – Libraries:

As discussed on page VI-35 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and page 65 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have a less than significant impact on libraries because: the Project does not propose the development of residential uses; Project employees would have internet access to the Los Angeles Public Library (LAPL) and other web-based resources, decreasing the demand on library facilities; Project employees would be more likely to use library facilities near their homes during non-work hours; and some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site and already using the local LAPL facilities. As such, the Project's contribution to cumulative impacts would not be considerable. Therefore, Project-level and cumulative impacts related to substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities would be less than significant.

Recreation:

As discussed on pages VI-35 through VI-36 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on page 70 in the Initial Study contained in Appendix A of the Draft EIR, the Project would have a less than significant impact related to parks or other recreational facilities, in part because: the Project would not include development of residential uses which would create a demand on nearby parks or recreational facilities; new employment opportunities that would be generated by the Project may be filled, in part, by employees already residing in the vicinity of the Project Site who already utilize existing parks and recreational facilities; Project employees' use of area public facilities would be limited due to work obligations and the amount of time it would take for employees to access off-site local parks and recreational facilities;

Project employees would be more likely to use parks near their homes during non-work hours; and the Project would provide on-site open space. Therefore, the Project would not substantially increase the demand for off-site public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. As such, the Project's contribution to a cumulative impact related to parks and recreational facilities would not be considerable. Therefore, Project-level and cumulative impacts related to parks and recreational facilities would be less than significant.

Transportation (Except for geometric hazard – freeway safety):

As discussed on pages IV.H-23 through IV.H-33 in Section IV.H, Transportation, of the Draft EIR and in the Transportation Assessment contained in Appendix J of the Draft EIR, the Project would not conflict with Mobility Plan 2035, the Plan for a Healthy Los Angeles, the Hollywood Community Plan, the LAMC, the Vision Zero Action Plan/Vision Zero Corridor Plans, the Citywide Design Guidelines and the freeway safety analysis, in part because: the Project would enhance pedestrian access within and around the Project Site by providing a commercial plaza entrance into the Project from Romaine Street; vehicular access via a non-arterial street, landscaping and street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians, and bicycle parking facilities; these features would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for employees compared to the average for the area; the Project would implement TDM strategies pursuant to Project Design Feature TR-PDF-1 to further reduce the number of single-occupancy vehicle trips generated by the Project; the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveway is not proposed along a street with an existing bicycle facility; the Project would provide office, restaurant, and retail land uses, contributing to the development of Hollywood as a major center of employment and retail services near existing housing and commercial uses and public transportation; and the Project would not add 25 or more peak hour trips to any freeway off-ramp.

As discussed on pages IV.H-33 through IV.H-36 in Section IV.H, Transportation, of the Draft EIR, and in the Transportation Assessment contained in Appendix J of the Draft EIR, the Project would not exceed the VMT threshold for the area and would not create a hazard due to geometric design or incompatible use in part because: the trips generated by the Project would result in a daily work VMT of 7.5 VMT per employee which is below the threshold of 7.6 per employee for the area; the Project would not include any new roads that would result in an increase in hazards due to a design feature; the number of curb cuts on the Project Site would be reduced from five to one; the proposed uses are consistent with the types of commercial and office uses already present in the surrounding area; and any driveway and/or circulation modifications proposed within or adjacent to the related project sites would be required to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Additionally, as discussed on page IV.H-36 in Section IV.H, Transportation Assessment, page VI-36 in Chapter VI, Other CEQA Considerations of the Draft EIR, and on page 71 in the Initial Study contained in Appendix A of the Draft EIR, the Project would not have a significant impact on emergency access in part because: the Project would implement a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-2 which would provide routing around any parking lane and or sidewalk closures, ensure access to surrounding land uses, provide parking for construction workers, and coordinate with the City and emergency service providers to ensure adequate access to the Project Site and neighboring businesses and residents; Project operation would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area; the Project would comply with LAFD access requirements and regulations regarding safety; and pursuant to CVC Section

21806, the drivers of emergency vehicles are generally able to avoid traffic in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic.

As discussed on pages IV.H-36 through IV.H-40 in Section IV.H, Transportation, of the Draft EIR and in the Transportation Assessment contained in Appendix J of the Draft EIR, the Project would not result in a cumulatively considerable transportation impact, in part because: similar to the Project, the related projects would also be consistent with the applicable plans by providing additional high-density housing (including some affordable housing) and office uses in an area with good transit connectivity, thereby reducing dependence on automobiles and encouraging pedestrian travel modes; the Project's VMT is below the threshold for the area and therefore would not contribute to a cumulative impact; as the Project would not result in a significant VMT impact, it would be in alignment with the 2020-2045 RTP/SCS and as such, it would have no cumulative VMT impact; none of the related projects would have access points along the same blocks as the Project and therefore, would not combine with the Project to create a cumulative hazardous associated with geometric design features; and any driveway and/or circulation modifications proposed within or adjacent to the related project sites would be required to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access.

Therefore, for all the reasons summarized above, and set forth in the Draft EIR, Project-level and cumulative transportation impacts would be less than significant.

Tribal Cultural Resources:

As set forth on pages IV.I-17 through IV.I-21 in Section IV.I, Tribal Cultural Resources, of the Draft EIR, and in the Tribal Cultural Resources Report contained in Appendix L of the Draft EIR, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, in part because: the City complied with State law regarding consultation with applicable tribes; the consultation did not result in any substantial evidence of a tribal cultural resource within or near the Project Site; the records search did not discover a tribal cultural resource within or near the Project Site; City staff conducted an online search of projects within a half mile radius of the Project Site which found that projects with a mitigated negative declaration or an environmental impact report included no specific mitigations for tribal cultural resources and further, no tribal cultural resources were reported to the City at these project sites; and the Project will be subject to the City's standard condition of approval for the discovery of previously unknown tribal cultural resources that will ensure that, if there is an inadvertent discovery during construction, the Project's impact on the resource would be less than significant. As further indicated therein, the Project's contribution to a cumulative impact would not be considerable since: impacts to tribal cultural resources are generally site-specific; no known tribal cultural resources are located on or near the Project; the related project would have to comply with the consultation requirements of AB 52; and the related projects would also have to comply with the City's standard condition of approval related to discovery of tribal cultural resources during construction. As such, the Project's contribution to cumulative impacts related to tribal cultural resources would not be considerable. Therefore, Project-level and cumulative impacts related to tribal cultural resources would be less than significant.

Utilities and Service Systems – Water Supply and Infrastructure:

As discussed on pages IV.J.1-32 through IV.J.1-39 in Section IV.J.1, Utilities and Service Systems - Water Supply and Infrastructure, of the Draft EIR, and in the Utilities Infrastructure Technical Report: Water contained in Appendix M of the Draft EIR, the Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, in part because: (1) during construction, water use would range from 1,000 to 2,000 gallons per day

(gpd) which would be drawn from the existing fire hydrants which have the capacity to provide 2,500 gallons per minute; and the limited trenching and relocation of connections necessary to service the Project would be temporary and would be coordinated with LADWP to avoid water lines and disruption of water service and any temporary impacts on the adjacent streets and sidewalks would be accommodated through Project Design Feature TR-PDF-2, the Construction Traffic Management Plan; and (2) during operation, the Project would incorporate water conservation features pursuant to Project Design Feature WAT-PDF-1; the Project's water demands for domestic water would not exceed the available supplies or infrastructure as confirmed in the approved Service Advisory Request (SAR); the Project's fire flow demands would be accommodated by relocating an existing 6-inch water main connection to the existing 8-inch water main in Seward Street; and the Project would incorporate a fire sprinkler suppression system thereby reducing water demand from the fire hydrants. As further discussed on pages IV.J.1-39 through IV.J-44 in Section IV.J.1, Utilities and Service Systems – Water Supplies and Infrastructure, of the Draft EIR, the Project's contribution to a cumulative impact on water supplies and demands would not be cumulatively considerable because: LADWP's 2020 Urban Water Management Plan (UWMP) accounts for existing development within the City, as well as projected growth through the year 2045 which would include the Project and the related projects; the Project's share of LADWP's 2019 water supply would represent approximately 0.007 percent; and LADWP updates its UWMP every five years to ensure that sufficient water supply continues to be available. Therefore, Project-level and cumulative impacts related to water supply and infrastructure would be less than significant.

Utilities and Service Systems – Energy Infrastructure:

As discussed on pages IV.J.2-2 through IV.J.2-10 in Section IV.J.2, Energy Infrastructure, of the Draft EIR and in the Utilities Infrastructure Technical Report contained in Appendix M of the Draft EIR, the Project would require or result in the relocation or construction of new or expanded electric power or natural gas facilities, the construction or relocation of which could cause significant environmental effects, in part because: Project construction would require less electric power than the current uses at the Project Site and would not require natural gas; installation of new power connections to service the Project Site would be coordinated with the LADWP and SoCalGas to avoid disruption of electric and gas service to other properties; during peak conditions, Project operation demand would represent approximately 0.01 percent of the LADWP estimated peak load; and LADWP and SoCalGas have confirmed that the Project's electric power and natural gas demand can be served by the facilities in the Project area. As further discussed therein, the Project's contribution to a cumulative impact to electric power and natural gas would not be considerable, in part because: both LADWP and SoCalGas have long term plans for provision of services; the related projects would be required to obtain confirmation from each of these service providers that supplies and infrastructure is adequate for their projects; and the service providers have confirmed that they can accommodate the Project's demand. Therefore, Project-level and cumulative impacts related to energy infrastructure would be less than significant.

Utilities and Service Systems - Wastewater:

As discussed on pages VI-36 through VI-38 in Chapter VI, Other CEQA Considerations, of the Draft EIR, on pages 75 through 79 in the Initial Study contained in Appendix A of the Draft EIR and in the Appendix IS-7, the Utility Infrastructure Report: Wastewater, contained in Appendix A of the Draft EIR, the Project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, in part because: the Project would generate a net increase in wastewater flow that would represent only approximately 0.02 percent the current estimated 175 million gallons per day of remaining available capacity at the Hyperion Water Reclamation Plant (HWRP) which would treat the Project's wastewater; wastewater flows would be typical of office

and commercial developments; no industrial discharge into the wastewater system would occur; wastewater treated at the HWRP would not exceed wastewater treatment requirements; sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing sewer lines adjacent to the Project Site which have the capacity to receive the Project's wastewater; the Project would comply with all LAMC regulations regarding obtaining approval to connect to the City's sewer system; and Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City and California Plumbing Code standards. As such, the Project's contribution to a cumulative impact related to wastewater would not be considerable. Therefore, Project-level and cumulative impacts related to wastewater would not be significant.

Utilities and Service Systems – Storm Water:

As discussed on page VI-36 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on page 76 in the Initial Study contained in Appendix A of the Draft EIR, the Project would not require or result in the relocation or construction of new or expanded storm water facilities, the construction or relocation of which could cause significant environmental effects, in part because: the Project would implement capture and reuse or biofiltration to reduce stormwater pollution on the Project Site in accordance with the City's LID requirements; the existing Project Site does not have any structural or LID BMPs to treat or infiltrate stormwater and thus, the Project would result in an improvement in surface water quality runoff as compared to existing conditions and would serve to prevent on-site flooding and nuisance water on the Project Site. As such, the Project's contribution to cumulative impacts related to storm water would not be considerable. Therefore, Project-level and cumulative impacts would be less than significant.

Utilities and Service Systems – Telecommunications:

As discussed on pages VI-38 through VI-39 in Chapter VI, Other CEQA Considerations, of the Draft EIR and page 77 of the Initial Study contained in Appendix A of the Draft EIR, the Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects, in part because: the Project Site is located in an area served by existing telecommunications infrastructure; construction impacts associated with the installation of telecommunications infrastructure would primarily involve trenching in order to place the lines below surface which would be subject to the Projects Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-2, which would ensure safe pedestrian and emergency vehicle access and safe vehicle travel in general; construction impacts, if any, for connection to existing facilities would be of a relatively short duration and would cease to occur when installation is complete; and installation would be coordinated with the telecommunication providers to avoid disruption of service to other users. As such, the Project's contribution to cumulative impacts related to telecommunications would not be considerable. Therefore, Project-level and cumulative impacts related to telecommunication facilities would be less than significant.

Utilities and Service Systems – Solid Waste:

As discussed on pages VI-39 through VI-41 in Chapter VI, Other CEQA Considerations, of the Draft EIR and on pages 79 through 84 in the Initial Study Contained in the Draft EIR, the Project would not generate solid waste in excess of State or local standards or in excess of local infrastructure capacity, or otherwise impair the attainment of solid waste reduction goals, in part because: pursuant to the requirements of Senate Bill (SB) 1374, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris; construction debris that could not be recycled could be accommodated at the unclassified landfill (Azusa Land Reclamation) within

Los Angeles County and within the Class III landfills open to the City; and Project operation would generate approximately 0.0003 percent of the remaining capacity for the Class III landfills serving the County. As further indicated therein, the Project would comply with all federal, State and local management and reduction statutes and regulations related to solid waste including, without limitation, State and City waste diversion goals, through the provision of clearly marked, source-sorted receptacles to facilitate recycling, and the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of a specified size. As such, the Project's contribution to cumulative impacts related to solid waste would not be considerable. Therefore, Project-level and cumulative impacts related to solid waste would be less than significant.

Wildfire:

As stated on page VI-41 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on page 86 of the Initial Study contained in Appendix A of the Draft EIR, the Project would have no impact on wildfires because the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone or fire buffer zone or near State responsibility lands. Therefore, no impacts related to the following would occur: (1) the impairment of an adopted emergency response plan or emergency evaluation plan related to wildfire; (2) the exposure of Project occupants to pollutant concentrations from a wildfire; (3) the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or (4) the exposure of people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. As such, the Project would not contribute to a cumulative impact related to wildfires. Therefore, no Project-level and cumulative impacts related to wildfires would occur.

VI. LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanations, findings, responses to comments, and conclusions of the EIR.

1. Cultural Resources (Seward Film Vaults only)

a) Impact Summary: As discussed on pages IV.B-32 through IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR, Project construction could result in potential damage to the structural integrity of the Seward Film Vaults located adjacent to the Project Site due to the proximity of the Project's construction activities, including excavation for four levels of subterranean parking. Therefore, Project impacts related to on-site construction would be significant prior to mitigation.

b) Project Design Features: No specific Project Design Features are proposed with regard to cultural resources.

c) Mitigation Measures: The City finds that Mitigation Measure CUL-MM-1 located on page IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR, and page IV-4 in Chapter IV, Mitigation Monitoring Program, of the Final EIR, and set forth below and incorporated into the Project would reduce the potentially significant historical resources impacts to less than significant.

Mitigation Measure CUL-MM-1: Prior to construction, the Project shall include a shoring plan prepared by a qualified structural engineer to ensure the protection of the Seward Film Vaults during construction from damage due to underground excavation and general construction procedures and to reduce the possibility of settlement due to the removal of adjacent soil. The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California and have demonstrated experience specific to rehabilitating historic buildings and applying the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to such projects. The lead agency shall determine qualification prior to any work being performed. The qualified structural engineer shall submit the shoring plan to the City, establishing baseline conditions to be monitored during construction, prior to issuance of any building permit for the Project.

d) Finding: Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid the potential significant effects on the environment.

e) Rationale for Finding: As discussed on pages IV.B-26 and IV.B-33 through IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR, and in the Historic Report included in Appendix C of the Draft EIR, the Seward Film Vaults at 1012 Seward Street are located directly north of the Project Site. The property was identified by SurveyLA as eligible for listing in the National Register and the California Register, and as a City HCM as an excellent and very rare example of a 1950s purpose-built film vault in the entertainment industry support services area of Hollywood. Since that time, all but the southwest corner of the Seward Film Vaults building was demolished for the construction of a 64-foot tall parking structure. Nonetheless, because the Seward Film Vaults were identified as eligible for listing as a historic resource through survey evaluation, the remaining Seward Film Vaults building is treated by the City as a historic resource for the purposes of the EIR. As further discussed therein, while the Project would have no indirect impact on this historic resource because it would remain in its original location and would retain the existing physical elements that characterize a 1950s film vault, the Project could result in structural damage during construction activities, including the excavation for the underground parking structure. However, pursuant to Mitigation Measure CUL-MM-1, the Project will include a shoring plan prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Qualifications Standards. The shoring plan will be reviewed and approved by the City prior to issuance of a grading permit. Implementation of the shoring plan would ensure the protection of the Seward Film Vaults during construction from damage due to underground excavation and general construction procedures and to reduce the possibility of settlement due to the removal of adjacent soil. Therefore, with implementation of Mitigation Measure CUL-MM-1 indirect impacts to this historic resource would be less than significant.

f) Reference: For a complete discussion of historical resources, please see Section IV.B, Cultural Resources, and Appendix C, Historic Report, of the Draft EIR.

2. Noise (construction noise impacts at sensitive receptor location R3 only)

a) Impact Summary: As discussed on pages IV.F-33 through IV.F-35 in Section IV.F, Noise, of the Draft EIR, Project noise from on-site construction activities would exceed the levels of significance of 5 dBA over ambient noise at the residential uses to the south of the Project Site at sensitive receptor location R3. Therefore, Project impacts related to on-site construction noise would be significant prior to mitigation.

b) Project Design Features: The City finds that Project Design Features NOI-PDF-1 and NOI-PDF-2, located on page IV.F-32 in Section IV.F, Noise, of the Draft EIR, and on pages IV-6 through IV-6, in Chapter IV, Mitigation Monitoring Program, of the Final EIR, and set forth below, are incorporated into the Project to contribute to minimizing Project construction noise.

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

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

c) Mitigation Measures: The City finds that Mitigation Measure NOI-MM-1, located on page IV.F-46 in Section IV.F, Noise, of the Draft EIR, and page IV-7 in Chapter IV, Mitigation Monitoring Program, of the Final EIR, and set forth below and incorporated into the Project, would reduce the potential impacts of construction noise on sensitive receptor location R3 to less than significant.

Mitigation Measure NOI-MM-1: Prior to grading activities, a temporary and impermeable sound barrier shall be erected at the following locations. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the northern property line of the Project Site between the construction area and the residential use to the north (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.

- Along the eastern property line of the Project Site between the construction area and the residential use east of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.

- Along the southern property line of the Project Site between the construction area and the residential uses south of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.

In addition, the Applicant shall install a noise monitoring system on the Project Site near noise receptor location R1. The noise monitoring system shall be located 5 feet above grade and behind the construction noise barrier. The noise monitoring system shall have the following capabilities:

a) The noise monitoring system shall be programmed to measure and store, during the Project construction hours, the ambient

noise levels in the unit of dBA averaged over a one-hour period (hourly L_{eq}).

b) The noise monitoring system shall be programmed with a noise limit of 74 dBA (hourly L_{eq}).

c) The noise monitoring system shall provide an alert if the ambient noise levels exceed the 74 dBA (hourly L_{eq}) noise limit.

d) In the event the noise limit is triggered, the designated Construction Manager (CM) will be notified via an electronic text message. If the measured noise level is determined to be from the Project construction, the CM shall identify the source of construction noise, and take feasible and reasonable efforts to reduce the construction-related noise levels below the 74 dBA limit.

d) Finding: Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid the potential significant effects on the environment.

e) Rationale for Finding: As discussed on pages IV.F-33 through IV.F-35, IV.F-46 and IV.F-48 in Section IV.F, Noise, of the Draft EIR, and as shown in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, the Project would generate on-site noise impacts to the nearby residential uses including residential uses to the south of the Project Site (sensitive receptor location R3 located approximately 210 feet from the Project Site). The level of noise from on-site construction activities would depend on the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities for the Project would generally include demolition, site grading and excavation for the subterranean parking garage, and building construction with various equipment operating at less-than-full power simultaneously. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. However, as provided in in Project Design Feature NOI-PDF-1, construction equipment would have proper noise muffling devices per the manufacturer's standards and pursuant to Project Design Feature NOI-PDF-2, Project construction will not include the use of driven (impact) pile systems, both of which would help minimize noise impacts.

As further discussed therein, to present a conservative impact analysis, the Draft EIR contains estimated noise levels that were calculated for a scenario in which all pieces of construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors and assumes that construction noise is constant, when, in fact, construction activities and associated noise levels are periodic and fluctuate based on the construction equipment, and the equipment would be utilized throughout the Project Site, rather than only at the closest point to the sensitive receptors. As shown on Table IV.F-11, *Construction Noise Levels*, of the Draft EIR, the conservative estimated construction noise levels for various construction phases at the four off-site noise-sensitive receptor locations, as well as R5 which is not a noise sensitive use but included in the Draft EIR for informational purposes, would exceed the ambient noise level by more than 5 dBA at sensitive receptor locations R1, R2 and R3. Specifically, prior to mitigation the noise level at sensitive receptor location R3 would exceed the criteria of significance of 5 dBA above ambient noise by 14.9 dBA. However, the Project would incorporate Mitigation Measure NOI-MM-1 to reduce the noise level at sensitive receptor location R3. Implementation of Mitigation Measure NOI-MM-1 would require the erection of a temporary sound barrier along the southern property line of the

Project Site. The sound barrier would be designed to provide a minimum reduction of 15 dBA at the ground level of sensitive receptor location R3. Thus, implementation of Mitigation Measure NOI-MM-1 would reduce the noise generated by on-site construction activities by a minimum of 15 dBA at the residential uses to the south (sensitive receptor location R3), which would reduce the noise level to below the 5 dBA level significance. As such, on-site construction noise impacts at sensitive receptor location R3 would be less than significant with mitigation.

f) Reference: For a complete discussion of noise and vibration, please see Section IV.F, Noise, and Appendix G, Noise Calculations Worksheets, of the Draft EIR.

VII. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the Project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth in Section XII below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the Project. The City finds and determines that:

a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and

b) Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the Project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the Project as described in the Statement of Overriding Considerations for the construction and operation of the Project and implementing actions.

1. Noise (on-site construction noise and human annoyance due to vibration impacts to Sensitive Receptor Locations R1 and R2, off-site construction noise impacts along Seward Street, construction vibration structural damage impacts related to structural damage to the Seward Film Vaults, on- and off-site construction vibration impacts related to human annoyance, and cumulative impacts from off-site construction vibrations related to human annoyance, only):

a) Impact Summary: Project construction would create noise and vibration impacts that cannot be mitigated to a less than significant level as follows:

(i) Sensitive Receptor Locations R1 and R2 – On-Site Construction Noise and Vibration Human Annoyance Impacts: As discussed on pages IV.F-33 through IV.F-34, IV.F-48 and IV.F-55 through IV.F-56 in Section IV.F, Noise, of the Draft EIR, on-site construction noise and groundborne vibrations would be generated by construction equipment used for demolition and construction activities which would result in on-site construction noise and on-site construction human annoyance vibration impacts to nearby residential uses. Specifically, sensitive receptor location R1 located to the north and approximately 15 feet from the Project Site and sensitive receptor location R2 located to the east and approximately 70 feet from the Project Site. Noise levels above ambient noise at these two sensitive receptor locations would be 27.7 dBA at receptor location R1 and 22.6 dBA at receptor location R2, and thus above the 5 dBA level of significance. Implementation of Mitigation Measure NOI-MM-1 would require construction of a temporary sound barrier with a minimum noise reduction of 15 dBA, which is the maximum attenuation typically achieved from temporary construction barriers

and a noise monitoring system near sensitive receptor location R1. However, even with a 15 dBA reduction, the increase in noise levels at these two locations would exceed the 5 dBA level of significance. There are no other feasible mitigation measures which would further reduce the noise levels. As to on-site construction human annoyance vibration impacts, there are no feasible mitigation measures that can reduce the human annoyance impact to less than significant. Therefore, after implementation of Mitigation Measure NOI-MM-1, Project on-site construction impacts related to noise and human annoyance vibration at sensitive receptor locations R1 and R2 would be significant and unavoidable.

(ii) Seward Street – Off-Site Construction Noise: As discussed on pages IV.F-35 through IV.F-36 and IV.F-48 in Section IV.F, Noise, of the Draft EIR, off-site construction noise from construction trucks along the Project's truck haul route could increase the ambient noise on the streets along the truck route. The hourly noise levels generated by construction trucks during all stages of Project construction would be below the existing daytime ambient noise levels along Ardmore Avenue, Melrose Avenue, Santa Monica Boulevard, and Western Avenue but would exceed the 5 dBA level of significance along Seward Street. While this impact would be temporary and intermittent, there are no feasible mitigation measures that can reduce off-site construction noise. Therefore, the Project's off-site construction noise impact along the Seward Street segment of the construction truck route would be significant and unavoidable.

(iii) Seward Film Vaults – Construction Vibration Impacts: As discussed on pages IV.F-49 through IV.F-51 and IV.F-53 through IV.F-55 in Section IV.F, Noise, of the Draft EIR, the estimated vibration levels from on-site construction equipment would exceed the building damage significance criteria at the Seward Film Vaults building adjacent to the Project Site to the north, prior to the implementation of mitigation measures. Implementation of Mitigation Measure CUL-MM-1 (the shoring plan) and NOI-MM-2 (the vibration plan) would reduce the Project's vibration impacts associated with building damage to a less than significant level. However, because some components of Mitigation Measure NOI-MM-2 require the consent of the owner of the Seward Film Vaults building, and the owner may not give such consent, even with implementation of the shoring plan, the Project's on-site vibration structural damage impact would be significant and unavoidable.

(iv) Off-Site Construction Human Annoyance Vibration Impacts: As discussed on pages IV.F-52 through IV.F-53 and VI.F-55 through IV.F-56 in Section IV.F, Noise, of the Draft EIR, while vibration impacts associated with temporary and intermittent vibration from off-site construction activities (i.e., construction trucks traveling along the anticipated truck routes) would be less than significant with respect to building damage, the impacts would be significant with respect to the significance criteria for human annoyance along the roadway segments of Ardmore Avenue, Melrose Avenue, and Seward Street. There are no feasible mitigation measures that could reduce the off-site construction vibration impacts related to human annoyance. Therefore, off-site construction vibration impacts related to human annoyance would be significant and unavoidable.

(v) Cumulative Off-Site Construction Vibration Impacts Associated with Human Annoyance: As discussed on pages IV.F-55 and IV.F-62 through IV.F-63 in Section IV.F, Noise, of the Draft EIR, potential vibration impacts associated with temporary and intermittent vibration from Project-related construction trucks traveling along the anticipated truck route streets of Ardmore Avenue, Melrose Avenue, and Seward Street would be significant and unavoidable with respect to human annoyance. However, while Related Project No. 1 could utilize Seward Street for construction trucks, the project has not been built and the approval has expired and thus, could not contribute to a cumulative impact. Nonetheless, it is anticipated that some of the related projects would use similar trucks as the Project, including Related Projects No. 7 and 9 (located along Melrose), which could utilize Ardmore Avenue and Melrose Avenue

and Related Projects No. 4 and 8 (located near Santa Monica Boulevard), which could utilize Santa Monica Boulevard and Western Avenue to access the US-101 Freeway. As explained on page VI.F-55, there is no feasible mitigation measure to reduce the off-site construction human annoyance vibration impacts. Therefore, to the extent that any of the related projects would have overlapping construction schedules and utilize the same truck route(s) as the Project, cumulative vibration impacts associated with human annoyance along those streets would be significant and unavoidable.

b) Project Design Features: The City finds that Project Design Features NOI-PDF-1 and NOI-PDF-2, located on page IV.F-32 in Section IV.F, Noise, of the Draft EIR, and on pages IV-5 through IV-6, in Chapter IV, Mitigation Monitoring Program, of the Final EIR, and set forth below, are incorporated into the Project to contribute to minimizing Project construction noise.

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

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

c) Mitigation Measures: The City finds that Mitigation Measures NOI-MM-1 and NOI-MM-2 located on pages IV.F-46 and IV.F-54 through IV.F-55 in Section IV.F, Noise, of the Draft EIR, and pages IV-7 through IV-9 in Chapter IV, Mitigation Monitoring Program, of the Final EIR, and set forth below and incorporated into the Project, would reduce the potential construction noise and vibration impacts to the extent feasible.

Mitigation Measure NOI-MM-1: Prior to grading activities, a temporary and impermeable sound barrier shall be erected at the following locations. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the northern property line of the Project Site between the construction area and the residential use to the north (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1.

- Along the eastern property line of the Project Site between the construction area and the residential use east of the Project Site (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.

- Along the southern property line of the Project Site between the construction area and the residential uses south of the Project Site (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R3.

In addition, the Applicant shall install a noise monitoring system on the Project Site near noise receptor location R1. The noise monitoring system shall be located 5 feet above grade and behind the construction noise barrier. The noise monitoring system shall have the following capabilities:

- The noise monitoring system shall be programmed to measure and store, during the Project construction hours, the ambient noise levels in the unit of dBA averaged over a one-hour period (hourly Leq).
- The noise monitoring system shall be programmed with a noise limit of 74 dBA (hourly Leq).
- The noise monitoring system shall provide an alert if the ambient noise levels exceed the 74 dBA (hourly Leq) noise limit.
- In the event the noise limit is triggered, the designated Construction Manager (CM) will be notified via an electronic text message. If the measured noise level is determined to be from the Project construction, the CM shall identify the source of construction noise, and take feasible and reasonable efforts to reduce the construction-related noise levels below the 74 dBA limit.

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the Seward Film Vaults building adjacent to the Project Site to the north to inspect and document (video and/or photographic) the apparent physical condition of the building. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring plan (see MM CUL-MM-1).

Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of recording and documenting the construction-related ground vibration levels at the Seward Film Vaults building during demolition, shoring and excavation phase, as follows:

a) The vibration monitoring system shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 inch/second (PPV) and a regulatory level of 0.12 inch/second (PPV). The system shall also provide real-time alerts when the vibration levels exceed the two preset levels.

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

c) In the event the warning level 0.10 inch/second (PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to staggering concurrent activities (if doing so would not pose a safety risk to personnel or damage risk to buildings) and utilizing lower vibratory techniques.

d) In the event the regulatory level 0.12 inch/second (PPV) is triggered (i.e., exceeded), the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart once the vibration level is re-measured and below the warning level.

d) Finding: Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid the significant effects on the environment. However, these effects have not been reduced to a less than significant level.

Thus, pursuant to PRC, Section 21081(a)(3), the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Environmental Impact Report.

e) Rationale for Finding:

(i) Sensitive Receptor Locations R1 and R2 – On-Site Construction Noise Impacts and On-Site Construction Human Annoyance Vibration Impacts: As discussed on pages IV.F-33 through IV.F-34, and IV.F-48 in Section IV.F, Noise, of the Draft EIR, and as shown in the Noise Calculation Worksheets included in Appendix G of the Draft EIR, noise impacts from Project-related construction activities would generally include demolition, site grading and excavation for the subterranean parking garage, and building construction. Each stage of construction would involve the use of various types of construction equipment which would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. As provided in Project Design Feature NOI-PDF-1 construction equipment would have proper noise muffling devices per the manufacturer's standards and as provided in Project Design Feature NOI-PDF-2, Project construction would not include the use of driven (impact) pile systems. As further discussed therein, to more accurately characterize construction-period noise levels, the average noise level associated with each construction phase was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase.

As shown on Table IV.F-11, *Construction Noise Impacts,* of the Draft EIR, the Draft EIR estimated construction noise levels for various construction phases at the four off-site noise-sensitive receptor locations, as well as the studio use at receptor location R5 which is not a noise sensitive use but included for informational purposes. The estimated noise levels were calculated for a scenario in which all pieces of construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors which presents a conservative, worst-case noise scenario because construction activities would typically be spread out throughout the Project Site, and thus, some equipment would be farther away from the affected receptors, and because construction activities and associated noise levels are periodic and fluctuate based on the specific construction activities. As indicated in

Table IV.F-11, the estimated construction-related noise levels would exceed the 5 dBA significance threshold at sensitive receptor locations R1 and R2. Without implementation of mitigation, the noise level at sensitive receptor location R1 would be 27.7 dBA and at sensitive receptor location R2 would be 22.6 dBA. Therefore, temporary noise impacts associated with the Project's on-site construction would be significant without mitigation measures.

As further discussed therein, the Project would require implementation of Mitigation Measure NOI-MM-1 to reduce the on-site construction noise to the extent feasible. Specifically, Mitigation Measure NOI-MM-1 requires the erection of a temporary and impermeable sound barrier along the northern property line of the Project Site between the construction area and the residential use to the north (sensitive receptor location R1) and along the eastern property line of the Project Site between the construction area and the residential use east of the Project Site (sensitive receptor location R2) which must be designed to provide a minimum 15 dBA noise reduction at the ground level of each sensitive receptor location. However, even with implementation of this mitigation measure, the construction noise levels would still exceed the ambient noise by 12.7 dBA at sensitive receptor location R1 and 7.6 dBA at sensitive receptor location R2. The sound barriers cannot further reduce the noise levels since noise attenuation from temporary construction noise barriers is typically limited to a maximum 15 dBA of noise reduction. Therefore, even with the erection of the feasible construction noise barriers required by Mitigation Measure NOI-MM-1, construction noise impacts associated with on-site construction noise sources would remain significant and unavoidable.

As to on-site construction impacts related to human annoyance, as discussed on pages IV.F-48, IV.F-52 through IV.F-53 and IV.F-55 through IV.F-56 in Section IV.F, Noise, of the Draft EIR, and shown in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, the Project would also generate on-site vibration which can result in human annoyance. As shown in Table IV.21, *Construction Vibration Impacts – Human Annoyance*, of the Draft EIR, the estimated groundborne vibration levels resulting from on-site construction at sensitive receptor locations R1 and R2 would exceed the 72 vibration decibels (VdB) significance criteria during the demolition and grading/excavation phases with large construction equipment (i.e., large bulldozer, caisson drilling and loaded trucks) operating within 80 feet of sensitive receptor locations R1 and R2. Thus, impacts related to human annoyance from on-site construction activities would be significant without mitigation. A potential mitigation measure considered in the Draft EIR was the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, such wave barriers are infeasible because wave barriers must be very deep and long to be effective, are cost prohibitive for temporary applications such as construction, and would, in and of itself, generate ground-borne vibration from the excavation equipment. As such, there are no feasible mitigation measures to reduce the potential vibration human annoyance impacts. While these impacts are temporary and would cease when construction is complete, impacts would continue throughout the duration of Project construction activities. Therefore, the Project's on-site construction vibration impacts related to human annoyance at sensitive receptor locations R1 and R2 would be significant and unavoidable.

(ii) Seward Street – Off-Site Construction Noise: As discussed on pages IV.F-35, IV.F-37 through IV.F-38 and IV.F-48 in Section IV.F, Noise, of the Draft EIR, and shown in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, construction trucks and worker vehicles would generate Project-related off-site construction noise. However, the major noise sources associated with off-site construction trucks would be from the delivery, concrete, and haul trucks which would access the Project Site via Ardmore Street, Melrose Avenue, and Seward Street, and leave the Project Site via Seward Street, Santa Monica Boulevard, and Western Avenue. The peak period of construction with the highest number of construction trucks would occur during the site grading phase, which would include 115 trucks (100 haul trucks and 15 delivery trucks) per day (equal to 230 truck trips per

day). In addition, the mat foundation phase would include up to 180 concrete trucks per day (equal to 360 trips per day). As shown on Table IV.F-12, *Off-Site Construction Truck Noise Levels,* of the Draft EIR, the Draft EIR provides the estimated number of construction-related truck trips for the various construction phases, (including construction trucks and worker vehicles), and the estimated noise levels along the anticipated truck route. As indicated in Table IV.F-12, the hourly noise levels generated by construction traffic during all stages of Project construction would be below the existing daytime ambient noise levels along Ardmore Avenue, Melrose Avenue, Santa Monica Boulevard, and Western Avenue. However, the estimated noise levels from the Project-related trucks along Seward Street would exceed the 5 dBA significance threshold. As further discussed therein, there are no feasible mitigation measures that could be implemented to reduce this short-term impact because conventional mitigation measures, such as providing temporary noise barrier walls, would not be feasible as the barriers would have to be erected along the truck route which would obstruct the access and visibility to the properties along Seward Street. Therefore, the Project's construction noise impact associated with off-site construction traffic along Seward Street would be significant and unavoidable.

(iii) Seward Film Vaults – Structural Damage due to Construction Vibrations: As discussed on pages IV.F-49 through IV.F-51 and IV.F-53 through IV.F-55 in Section IV.F, Noise, of the Draft EIR, and in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, with regard to potential building damage, the Project would generate ground-borne construction vibration during building demolition and site excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. As discussed in the Project's Historic Resources Technical Report included as Appendix C of the Draft EIR, the nearest historic resource to the Project Site is the Seward Film Vaults building, which is located adjacent to the Project's northwest corner. As a historic building, the threshold of significance for structural damage due to on-site construction is 0.12 PPV. In accordance with Project Design Feature NOI-PDF-2, the Project would not use pile drivers, and instead use drilling methods for installation of piles for shoring and foundation which would minimize vibrations. As indicated in Table IV.F-20, *Construction Vibration Impacts – Building Damage*, of the Draft EIR, Project-related construction vibrations would be below the level of significance for all but one of the buildings that are close enough to the Project Site to be impacted by on-site construction vibrations. However, the estimated vibration levels from on-site Project-related construction would exceed the 0.12 PPV significance criteria for the Seward Film Vaults. Therefore, the on-site vibration impacts during construction of the Project, pursuant to the significance criteria for building damage, would be significant without mitigation measures.

As further discussed on pages IV.F-53 through IV.F-55 in Section IV.F, Noise, of the Draft EIR, to reduce the potential structural damage to the Seward Film Vaults, the Project would implement Mitigation Measure CUL-MM-1 which would require a shoring plan to ensure the protection of the Seward Film Vaults during construction from damage due to underground excavation and general construction procedures and to reduce the possibility of settlement due to the removal of adjacent soil. The Project would also seek to implement Mitigation Measure NOI-MM-2 which would require safeguards to reduce the vibration impacts related to structural damage to the Seward Film Vaults building to less than significant. In general, Mitigation Measure NOI-MM-2 requires that, prior to start of construction, a structural engineer be hired to visit the Seward Film Vaults building to inspect and document the apparent physical condition of the building and establish the baseline structural conditions of the building, as well as to prepare the shoring plan required pursuant to Mitigation Measure MM-CUL-1, and that, prior to construction: a qualified acoustical engineer be hired to review proposed construction equipment and develop and implement a vibration monitoring program capable of recording and documenting the construction-related ground vibration levels at the Seward Film Vaults building during demolition, shoring and excavation phases which shall be submitted to the Department of

Building and Safety prior to any construction activities; and that the monitoring system include warnings at level of vibrations of 0.10 PPV and 0.12 PPV which would trigger the requirement to reduce the vibration levels to below the 0.12 PPV threshold prior to continuing construction activities. However, because implementation of Mitigation Measure NOI-MM-2 requires consent from the adjacent property owner, who may not agree, it is conservatively concluded that structural vibration impacts on the Seward Film Vaults building would be significant and unavoidable because it cannot be assured that all components of NOI-MM-2 can be implemented. Therefore, with respect to the Seward Film Vaults, Project vibration structural damage impacts from on-site construction activities would be significant and unavoidable.

(iv) Off-Site Construction Human Annoyance Vibration Impacts: As discussed on pages IV.F-52 through IV.F-53 and IV.F-55 through IV.F-56 in Section IV.F, Noise, of the Draft EIR, and shown in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, the Project would generate off-site construction human annoyance impacts from vibrations. The significance criteria for human annoyance is 72 VdB for residential uses, 75 VdB for religious uses, and 65 VdB for recording studios. As indicated on page 76 of Appendix G, while the residential and church uses along Western Avenue would be exposed to vibration levels below the threshold of significance, the residential uses along Ardmore Avenue, Melrose Avenue, and Seward Avenue are located approximately 24 feet from the truck travel route and would be exposed to groundborne vibration levels of approximately 72.6 VdB, which would exceed the 72 VdB significance criteria. In addition, the recording studios located along Melrose Avenue and Seward Avenue would also be exposed to vibration level up to 72.6 VdB, which would exceed the 65 VdB significance criteria. As further discussed therein, there are no feasible mitigation measures for reducing groundborne vibration impacts from construction traffic. The Draft EIR considered a potential mitigation measure to reduce these vibration impacts through the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, in addition to wave barriers being cost prohibitive for temporary applications such as construction and their generating their own vibration impacts from the excavation equipment, it would not be feasible to install a wave barrier along the public roadways throughout the truck haul route. As such, there are no feasible mitigation measures to reduce the potential on-site construction human annoyance vibration impacts. While these impacts are temporary and would cease when construction is complete, they would continue during the duration of Project construction activities. Therefore, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along Ardmore Avenue, Melrose Avenue, and Seward Avenue would be significant and unavoidable.

(v) Cumulative Off-Site Construction Human Annoyance Vibration Impacts: As discussed on pages IV.F-55 and IV.F-62 through IV.F-63 in Section IV.F, Noise of the Draft EIR, and shown in the Noise Calculation Worksheets contained in Appendix G of the Draft EIR, potential vibration impacts associated with temporary and intermittent vibration from Project-related construction trucks traveling along Ardmore Avenue, Melrose Avenue, and Seward Street would be significant and unavoidable with respect to human annoyance. However, while Related Project No. 1 could utilize Seward Street for construction trucks, Related Project No. 1 has not been built and the approval has expired and thus, could not contribute to a cumulative impact. Nonetheless, it is anticipated that some of the related projects would use similar trucks as the Project, including Related Projects No. 7 and 9 (located along Melrose), which could utilize Ardmore Avenue and Melrose Avenue and Related Projects No. 4 and 8 (located near Santa Monica Boulevard), which could utilize Santa Monica Boulevard and Western Avenue to access the US-101 Freeway. If related projects use similar trucks as the Project, construction trucks from the related projects would generate similar vibration levels as the Project along Ardmore Avenue, Melrose Avenue, and Western Avenue, which would exceed the significance criteria for human annoyance due to groundborne vibrations. As explained on

page VI.F-55, the only potential mitigation measure to reduce off-site construction impacts would be the installation of an underground sound barrier known as a barrier wave. However, this mitigation measure is infeasible in that it would be prohibitively expensive to use for a temporary construction impact, would generate construction impacts of its own due to excavation equipment, and would be infeasible to locate along the street rights-of-way on Ardmore, Melrose and Western Avenues. Therefore, to the extent that any of the other related projects have overlapping construction schedules with the Project or use the same truck route(s) as the Project, potential cumulative vibration impacts with respect to human annoyance associated with temporary and intermittent vibration from haul trucks traveling along Ardmore Avenue, Melrose Avenue, and Western Avenue would be significant and unavoidable.

f) Reference: For a complete discussion of noise and vibration, please see Section IV.F, Noise, and Appendix G, Noise Calculations Worksheets, of the Draft EIR.

VIII. ALTERNATIVES

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the project's significant impacts.

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the Project, reduce the significant unavoidable impacts of the Project to a level that is less than significant, or avoid any significant effect the Project would have on the environment.

B. Project Objectives

CEQA Guidelines Section 15124(b) states that the project description shall contain "a statement of the objectives sought by the proposed project." CEQA Guidelines Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to provide an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community. The Project's specific objectives are as follows:

- To support the Hollywood Community Plan's Objective 1 to further the development of Hollywood as a major center of population, employment, retail services, and entertainment and create a dynamic and economically viable project with sufficient office square footage and density to facilitate a healthy job-housing balance in the Hollywood area.

- To support the Hollywood Community Plan's Objective 4(a) to promote economic well-being and public convenience through allocating and distributing commercial

lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards and activate the Hollywood area with commercial opportunities serving local employees, generate local tax revenue, and provide jobs for residents in support of local business.

- To create a pedestrian-friendly project by creating a street-level identity for the Project Site and improving the pedestrian experience through the introduction of retail and restaurant uses on the ground level.

- Provide a sustainable building design that allows for the use of energy-efficient technology, thereby reducing the overall reliance on energy for lighting and cooling.

- Promote local, regional, and State land use and mobility objectives and reduce vehicle miles traveled (VMT) through infill development and providing jobs in proximity to transit and transportation infrastructure to encourage pedestrian activity.

- Support the growth of the City's economic base by creating a significant number of construction and permanent jobs.

C. Alternatives Analyzed

1. Alternative 1: No Project Alternative

a) Description of Alternative: As described on pages V-16 through V-23 in Chapter V, Alternatives, of the Draft EIR, the No Project Alternative (Alternative 1) assumes that the Project would not be approved and no new development would occur within the Project Site. Thus, the physical conditions of the Project Site would generally remain as they are today. Specifically, the existing uses at the Project Site (i.e., 8,442 square feet of media/production space, 2,551 square feet of restaurant space, and a surface parking lot) would remain on the Project Site, and no new construction would occur.

b) Impact Summary: As discussed on pages V-16 through V-23 in Chapter V, Alternatives, of the Draft EIR, and shown in Table V-2, *Comparison of Impacts Associated with the Alternatives*, of the Draft EIR, under Alternative 1 the existing structures and surface parking lot would remain, and no new improvements would be developed. Although Alternative 1 would avoid the temporary significant and unavoidable Project impacts related to on-site and off-site construction noise, on-site construction vibration (building damage), on- and off-site construction vibrations (human annoyance) and off-site construction cumulative vibration (human annoyance), it would not implement the beneficial impacts of the Project related to energy efficiency since it would retain the existing older structures and thereby result in a greater impact with respect to wasteful, inefficient and unnecessary consumption of energy.

c) Finding: Pursuant to PRC Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

d) Rationale for Finding: As discussed on pages V-16 through V-23 in Chapter V, Alternatives, of the Draft EIR, and shown in Table V-2, *Comparison of Impacts Associated with the Alternatives*, of the Draft EIR, under Alternative 1 no new construction would occur and the existing uses and structures would remain. As such, Alternative 1 would not change the existing conditions related to air quality, cultural resources, greenhouse emissions, land use and planning, noise, public services, transportation, tribal cultural resources, or utilities and service systems. As further discussed therein, although Alternative 1 would avoid the temporary significant and unavoidable Project impacts related to on-site and off-site construction noise, on-site construction vibration (building damage), on- and off-site construction vibrations (human annoyance) and off-site construction cumulative vibration (human annoyance), it would not implement the beneficial impacts of the Project related to energy efficiency since it would retain the existing older structures and thereby result in a greater impact with respect to wasteful, inefficient and unnecessary consumption of energy. Moreover, Alternative 1 would not meet the Project's underlying purpose of providing an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community, nor any of the Project objectives as no new construction would occur.

e) Reference: For a complete discussion of impacts associated with Alternative 1, please refer to Section V, Alternatives, of the Draft EIR.

2. Alternative 2: Hollywood Community Plan Update Compliant Alternative

a) Description of Alternative: The Hollywood Community Plan Update Compliant Alternative (Alternative 2) would develop the Project Site in accordance with the draft Hollywood Community Plan Update's proposed Limited Industrial land use designation of the western half of the Project Site, which would be applied to the entire Project Site. Specifically, Alternative 2 would replace the 10,993 square feet of existing development on the Project Site with 102,450 square feet of new land uses, including 92,200 square feet of media office, 8,700 square feet of ground-floor restaurant, and 1,550 square feet of ground-floor retail. Alternative 2 would include 210 vehicle parking spaces and 40 bicycle parking spaces within three subterranean levels, one at-grade level, and in two fully enclosed and mechanically ventilated above grade parking levels and would provide 23,494 square feet of open space with similar amenities to the Project. Upon completion, Alternative 2 would result in an FAR of 3:1. Until the Hollywood Community Plan Update is adopted, Alternative 2 would require a General Plan Amendment (GPA) to change the existing Medium Residential land use designation of the eastern half of the Project Site to Limited Industrial, and a Zone Change to change the existing R3 and MR1-1 zoning of the Project Site to [Q]M1-2D.

b) Impact Summary: As discussed on pages V-24 through V-42 in Chapter V, Alternatives, of the Draft EIR, Alternative 2 would have similar office, restaurant and retail land uses as the Project, but would be constructed at a reduced square footage to meet the 3:1 FAR permitted under the proposed Hollywood Community Plan Update (102,450 square feet compared to 150,600 square feet under the Project, as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR) and have one less level of subterranean parking than the Project, all of which would reduce construction activities and the duration of construction. In general, due to the smaller construction project, Alternative 2 would have less than or similar impacts as the Project but would not avoid the Project's significant and unavoidable construction noise and vibration impacts. Specifically, the types of construction activities under Alternative 2 would be substantially similar to the Project. As such, construction of Alternative 2 would generate noise and vibration

impacts from the use of heavy-duty construction equipment as well as from haul truck and construction worker trips resulting in significant and unavoidable impacts during maximum activity days since the daily intensity of construction activities and peak vibration levels would not decrease. Although Alternative 2 would implement the same project design features and mitigation measures as the Project, similar to the Project, implementation of these features and mitigation measures would not reduce the level of construction noise and vibrations sufficiently to avoid the Project's impacts related to on-site and off-site construction noise, on-site construction vibration (building damage), on- and off-site construction vibration (human annoyance), and cumulative off-site construction vibration (human annoyance). Therefore, construction noise and vibration impacts would remain significant and unavoidable.

c) Finding: Pursuant to PRC Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

d) Rationale for Finding: As discussed on pages V-24 through V-42 in Chapter V, Alternatives, of the Draft EIR and as shown on Table V-2, *Comparison of Impacts Associated with the Alternatives,* of the Draft EIR, Alternative 2 would have similar office, restaurant and retail land uses as the Project, but would be constructed at a reduced square footage to meet the 3:1 FAR permitted under the proposed Hollywood Community Plan Update (102,450 square feet compared to 150,600 square feet under the Project – as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR) and have one less level of subterranean parking than the Project, all of which would reduce construction activities. In general, Alternative 2 would have less than or similar impacts as the Project with respect to air quality, cultural resources, energy, greenhouse gas emissions, land use and planning, noise, public services, transportation, tribal cultural resources, and utilities and service systems. However, Alternative 2 would not avoid the significant and unavoidable construction noise and vibration impacts related to on-site and off-site construction noise, on-site construction vibration (building damage), on- and off-site construction vibration (human annoyance), and cumulative off-site construction vibration (human annoyance).

Specifically, as to construction noise and vibration impacts, the types of construction activities under Alternative 2 would be substantially similar to the Project. That is, similar to the Project, Alternative 2 would generate on- and off-site construction noise and vibrations from the use of heavy-duty construction equipment as well as from haul truck and construction worker trips. While the overall amount and duration of construction activities would be less under Alternative 2 than the Project, the daily intensity of construction activities would be similar. The evaluation of whether a project exceeds the thresholds of significance for noise and vibrations is based on the noise level during maximum activity days and the maximum (peak) vibration levels generated by each type of construction equipment and truck trips. As the daily intensity of construction activities under Alternative 2 would be similar to the Project, the maximum activity day noise level and the maximum peak vibration level would also be similar. As with the Project, Alternative 2 would implement Project Design Features NOI-PDF-1 (requiring muffling of equipment) and NOI-PDF-2 (prohibition on the use of driven [impact] pile systems), as well as Mitigation Measure NOI-MM-1 (requiring temporary sound barriers around the construction site), which would minimize on-site construction noise, and Mitigation Measures CUL-MM-1 (shoring plan) and NOI-MM-2 (construction vibration and control plan) which would minimize the potential for construction vibrations to cause structural

damage. However, similar to the Project, implementation of these design features and mitigation measures would not reduce the construction noise and vibration impacts to less-than-significant levels. Thus, although the overall amount and duration of construction activities and associated noise and vibrations would be less than the Project, Alternative 2's impacts related to noise and vibration would still be significant and unavoidable.

Additionally, as further discussed therein, since Alternative 2 would be comprised of the same types of uses as the Project, Alternative 2 would meet the underlying purpose of the Project, which is to provide an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community; although to a lesser extent than the Project since Alternative 2 would have less square footage of office, retail and restaurant uses than the Project. Alternative 2 would meet Project objectives regarding energy efficiency to the same degree as the Project as it would include similar types of land uses and building design, and would implement the same energy conservation and sustainability features. Alternative 2 would also meet all the balance of the Project objectives, although to a lesser extent due to its reduction in development.

e) Reference: For a complete discussion of impacts associated with Alternative 1, please refer to Section V, Alternatives, of the Draft EIR.

3. Alternative 3: Existing Zoning Compliant Alternative Use Alternative

a) Description of Alternative: The Existing Zoning Compliant Alternative Use Alternative (Alternative 3) would develop the Project Site in accordance with the existing zoning of the western half Project Site, which would be applied to the entire Project Site. Specifically, Alternative 3 would replace the 10,993 square feet of existing development on the Project Site with 51,225 square feet of new media production use in a single building up to 30 feet in height (including an unoccupied mechanical equipment level). Alternative 3 would include 105 vehicle parking and 15 bicycle parking spaces within two levels of subterranean parking, one at-grade level, and in three fully enclosed and mechanically ventilated above grade parking levels. While no open space would be provided, Alternative 3 would include new landscaping similar to the Project. Upon completion, Alternative 3 would result in an FAR of 1.5:1. To allow for this development, Alternative 3 would include a General Plan Amendment to change the existing Medium Residential land use designation of the eastern half of the Project Site to Limited Manufacturing, and a Zone Change to change the existing R3 zoning of the eastern half of the Project Site to MR1-1 similar to the existing zoning in the western portion of the Site.

b) Impact Summary: As discussed on pages V-43 through V-60 in Chapter V, Alternatives, of the Draft EIR, Alternative 3 would construct a much smaller development to meet the 1.5:1 FAR of the existing zoning, with one less level of subterranean garage and no ground floor retail or restaurant space. However, it would still generate construction noise and vibration impacts related to on- and off-site construction activities including excavation for the subterranean garage. Thus, while Alternative 3 would reduce the size, scope and duration of construction activities compared to the Project, and would, therefore, reduce the significant and unavoidable construction noise, vibration and cumulative impacts of the Project, it would not avoid these impacts. Although Alternative 3 would implement the same project design features and mitigation measures as the Project, similar to the Project, implementation of these features and mitigation measures would not reduce the level of construction noise and vibrations sufficiently to avoid the Project's impacts related to on-site and off-site

construction noise, on-site construction vibration (building damage), on- and off-site construction vibration (human annoyance), and cumulative off-site construction vibration (human annoyance). Therefore, construction noise and vibration impacts would remain significant and unavoidable.

c) Finding: Pursuant to PRC Section 21081(a)(3), the City finds that the specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

d) Rationale for Finding: As discussed on pages V-43 through V-60 in Chapter V, Alternatives, of the Draft EIR, and as shown on Table V-2, *Comparison of Impacts Associated with the Alternatives,* of the Draft EIR, Alternative 3 would develop the Project Site with 51,225 square feet of new media production use with parking facilities that include only two subterranean parking levels. Due to Alternative 3's reduced development and excavation activities compared to the Project, Alternative 3's construction amount and duration would be reduced. As such, in general, Alternative 3 would have less than or similar impacts as the Project's less than significant and less than significant with mitigation impacts with respect to air quality, cultural resources, energy, greenhouse gas emissions, land use and planning, noise, public services, transportation, tribal cultural resources, and utilities and service systems. However, Alternative 3 would not avoid the significant and unavoidable construction noise and vibration impacts related to on-site and off-site construction noise, on-site construction vibration (building damage), on- and off-site construction vibration (human annoyance), and cumulative off-site construction vibration (human annoyance).

Specifically, the types of construction activities under Alternative 3 would be substantially similar to the Project, although the amount of construction activities and duration would be reduced due to the reduction in total floor area (51,225 square feet under Alternative 3 as compared to 150,600 square feet under the Project – as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR) and the reduction in required excavation depths due to the reduction in subterranean parking levels under Alternative 3 (two levels under Alternative 3 as compared to four levels under the Project). As with the Project, construction of Alternative 3 would generate noise from the use of heavy-duty construction equipment as well as from haul truck and construction worker trips. While the overall amount and duration of construction activities would be less under Alternative 3 than under the Project, the daily intensity of construction activities would be similar. The evaluation of whether a project exceeds the thresholds of significance for noise and vibrations is based on the noise level during maximum activity days and the maximum (peak) vibration levels generated by each type of construction equipment and truck trips. As the daily intensity of construction activities under Alternative 3 would be similar to the Project, the maximum activity day noise level and the maximum peak vibration level would also be similar. Also, as with the Project, Alternative 3 would implement Project Design Features NOI-PDF-1 (requiring muffling of equipment) and NOI-PDF-2 (prohibition on the use of driven [impact] pile systems), and Mitigation Measure NOI-MM-1 (requiring temporary sound barriers around the construction site), which would minimize construction noise and CUL-MM-1 (shoring plan) and NOI-MM-2 (vibration monitoring and control plan). However, as with the Project, these project design features and mitigations would not reduce the construction noise and vibration impacts to a less-than-significant level. Therefore, the on- and off-site construction noise and vibration impacts and cumulative off-site vibration impacts would be significant and unavoidable. However, the overall

amount and duration of construction activities and associated construction noise and vibration would be less than the Project.

As further discussed therein, Alternative 3 would meet the underlying purpose of the Project which is to provide an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community; fully meet the Project objective of providing a sustainable building design; and support most of the other objectives, although to a lesser extent than the Project. Specifically, because only 51,225 square feet of new uses would be provided compared to 150,600 square feet with the Project (as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR) Alternative 3 would not further Hollywood's development as a major employment center to the same extent; would not provide as many jobs near transit; would not provide as many commercial opportunities serving local employees and generating local tax revenue; and would not create the same number of construction and permanent jobs as the Project. Additionally, Alternative 3 would not meet the objective of creating a pedestrian-friendly project as ground-level retail or restaurant uses which would enhance the pedestrian experience would not be built.

e) Reference: For a complete discussion of impacts associated with Alternative 1, please refer to Section V, Alternatives, of the Draft EIR.

D. Alternatives Rejected as Infeasible

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

1. An Alternative to Eliminate Significant Noise and Vibration Impacts During Construction: As described on pages IV-4 through IV-8 in Chapter V, Alternatives, of the Draft EIR, an alternative designed to eliminate the significant construction noise and vibration impacts of the Project was considered and rejected, in part because: any build alternative would necessitate demolition of the existing improvements and the demolition would results in a significant and unavoidable noise impacts at sensitive receptors locations R1 and R2; due to adjacency of sensitive receptor location R1, impacts at that sensitive receptor location would be significant and unavoidable during all phases of construction for any Project Site build alternative; and an alternative that would eliminate the significant noise and vibration impacts of the Project was already evaluated as Alternative 1, No Project/No Build. Specifically, the following approaches to provide a build alternative that would significantly reduce or avoid the Project's significant noise and vibration impacts during construction were considered and rejected in the Draft EIR:

- Approach (a)—Above-grade Parking: An approach where all parking is provided above grade rather than below grade, thus avoiding much of the excavation and hauling activity required under the Project was reviewed and rejected as infeasible, in part, because: the maximum day on-site construction noise levels would be similar to the Project, as the number of and type of construction mix would be similar; grading would still be required; the number of daily haul truck trips would need to be reduced by 50 percent to reduce off-site construction noise impacts to a less-than-

significant level, which could not be done without extending the duration of construction; and on-site construction equipment and off-site construction trucks utilized under this approach would be similar to the Project and therefore, would generate similar vibration levels.

- Approach (b)—Extended Construction Duration: An approach that extends the construction period, thus reducing the amount of daily construction activity that would occur under the Project was reviewed and rejected as infeasible, in part, because: construction noise levels are dependent on the number of construction equipment (on-site equipment or off-site construction trucks); to achieve sufficient reduction to avoid the significant on-site construction noise impacts would require an approximate 90-percent reduction in the number of construction equipment which would not feasibly allow for construction; due to noise sensitive receptor location R1 being adjacent to the Project Site, even reducing the construction activity to a single piece of construction equipment would exceed the noise significance threshold; this approach would increase the number of days that sensitive receptors would be impacted by construction activities; and as vibration impacts related to human annoyance are based on the peak vibration level generated by an individual construction equipment or truck, the same sensitive receptors would be impacted.

- Approach (c)—Central Location of Development: An approach where the proposed development is moved closer to the center of the Project Site, thus pulling back the proposed development and associated construction activities from the off-site sensitive receptors, was reviewed and rejected as infeasible, in part because: the noise level reduction would be limited due to the size of the Project Site; moving the development to the center of the site (75 feet set back from the property line) would still result in an exceedance of the 5 dBA threshold of significance as the noise level would still be approximately 13 dBA above ambient levels at sensitive receptor location R1; the noise levels during the site demolition, site preparation and grading would be similar to the Project as the existing improvements are built up to the property line; and the haul route would remain the same thereby exposing the same sensitive receptors to vibration impacts (human annoyance).

- Approach (d)—Reduced Development: An approach that reduces the amount of development that would occur under the Project to the extent that the significant construction-related noise and vibration impacts of the Project would be avoided or substantially reduced was also considered and rejected as infeasible, in part because: due to the close proximity of the sensitive receptors and a constrained Project Site that does not have the space to create a meaningful buffer zone, it would not be possible to mitigate the on-site construction noise impacts of the Project, especially at the upper levels of the adjacent apartment buildings; the on-site construction vibration impacts (human annoyance) would be significant similar to the Project since the impact is based on the peak vibration level generated by individual construction equipment pieces that would still be required near the perimeter of the Project Site; and since the haul routes would remain the same, off-site construction vibration impacts (human annoyance), due to heavy trucks traveling by sensitive receptors, would be significant similar to the Project.

As further discussed therein, none of these alternative build approaches would substantially reduce or avoid the significant construction-related noise and vibration (human annoyance) impacts of the Project. Additionally, (i) approaches (a) through (d) would not achieve the Project's underlying purpose and objectives to the same extent as the Project; (ii) approach (b) would reduce the number of construction equipment to an

impractical extent or would extend the construction period affecting sensitive receptors for a longer period of time, as such, making this approach infeasible; and (iii) approaches (a), (c), and (d) would be inconsistent with City land use objectives and requirements for the Project Site, and would meet the Project's underlying objective to a lesser extent than the Project. Therefore, an alternative that includes one or more of these approaches was rejected from further consideration in the Draft EIR.

2. Alternative to Eliminate Less Than Significant Impact on Historical Resources After Mitigation: As discussed on pages V-8 through V-9 in Chapter V, Alternatives, due to the proximity of the adjacent Seward Film Vaults, which are a historic resource, construction activities would cause groundborne vibrations that would have the potential to impact the structural integrity of this resource. As further indicated therein, this historical resources impact would be reduced to a less than significant level with implementation of Mitigation Measure CUL-MM-1 requiring the implementation of a shoring plan during construction to reduce the possibility of settlement at the vaults due to the removal of adjacent soil. Other than Alternative 1, No Project/No Build, no alternative is available that would avoid this less than significant impact after mitigation because the only way to avoid the impact would be to avoid development of the Project Site. Therefore, a build alternative that would eliminate the impact on this historical resource, other than Alternative 1, would be infeasible.

3. Alternative Project Site: As discussed on page V-9 in Chapter V, Alternatives, of the Draft EIR, constructing the Project on an alternative site is infeasible, in part because: the applicant owns the Project Site and could not reasonably acquire, control and access another suitable site in a timely fashion; the Project Site vicinity's mix of uses make the Project Site particularly suitable for a mixed-use development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community; the Project Site is well-served by transit; and if an alternative site in the Hollywood area that could accommodate the Project could be found and acquired in a timely manner, it would be expected to be near sensitive receptors and historical structures that would experience similar and potentially more significant construction noise and vibration impacts when compared with the Project.

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. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

F. Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) 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.

As discussed on page V-61 in Chapter V, Alternatives, of the Draft EIR, the No Project/No Build Alternative, Alternative 1, would avoid all of the Project's significant environmental impacts,

including the Project's significant and unavoidable impacts related to on-site and off-site construction noise; on-site construction vibration (building damage); and on- and off-site construction vibration (human annoyance) and avoid most of the Project's less than significant or less than significant with mitigation impacts. However, since Alternative 1 would retain the existing old buildings, it would not include buildings that comply with the current codes on energy efficiency As such, Alternative 1 would result in greater impacts than the Project's less than significant impact related to wasteful, inefficient or unnecessary consumption of resources. Additionally, Alternative 1 would not meet any of the Project objectives or achieve the Project's underlying purpose of providing an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community.

As discussed on pages V-61 through V-63 in Chapter V, Alternatives, of the Draft EIR, of the two remaining alternatives, the Existing Zoning Compliant Alternative Use Alternative, Alternative 3, would be the environmentally superior alternative. Alternative 3 would reduce the size and scope of construction and operation activities since it would construct 51,225 square feet of media production uses at the Project Site instead of the 150,600 square feet of office, retail and restaurant uses proposed under the Project (as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR). Nonetheless, although Alternative 3 would reduce the significant unavoidable noise, vibration and cumulative impacts of the Project since it would result in a reduction in the amount of development and associated construction activities, operational activities, and construction and operational vehicle trips, Alternative 3 would not avoid any of the significant and unavoidable impacts. As discussed on pages V-43 through V-60 in Chapter V, Alternatives, of the Draft EIR and shown in Table V-2, *Comparison of Impacts Associated with the Alternatives,* in Chapter V, Alternatives, of the Draft EIR, Alternative 3 would reduce the majority of the Project's less than significant impacts as well as Project impacts that would be less than significant with mitigation. As further discussed therein, Alternative 3 would meet the underlying purpose of the Project which is to provide an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community; fully meet the Project objective of providing a sustainable building design; and support most of the other objectives, although to a lesser extent than the Project. Specifically, because only 51,225 square feet of new uses would be provided compared to 150,600 square feet with the Project (as revised on page III-2 in Chapter III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR), Alternative 3 would not further Hollywood's development as a major employment center to the same extent; would not provide as many jobs near transit; would not provide as many commercial opportunities serving local employees and generating local tax revenue; and would not create the same number of construction and permanent jobs as the Project. Additionally, Alternative 3 would not meet the objective of creating a pedestrian-friendly project as ground-level retail or restaurant uses which would enhance the pedestrian experience would not be built.

IX. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. The Project Site contains no energy resources that would be precluded from future use through Project implementation. For the reasons set forth in Chapter VI, Other CEQA Considerations, of the

Draft EIR, the Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

1. Building Materials and Solid Waste: As discussed on pages VI-6 and VI-9 in Chapter VI, Other CEQA Considerations, of the Draft EIR, Project construction would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable such as certain types of lumber and other forest products, aggregate materials used in concrete and asphalt, metals, and petrochemical materials, while Project operation would generate solid waste. However, as discussed on pages VI-39 through VI-41 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on pages 79 through 84 of the Initial Study contained in Appendix A of the Draft EIR: a minimum of 75 percent of construction and demolition debris would be diverted from landfills; in compliance with the City's Space Allocation Ordinance and Green Building Code, the Project would provide on-site recycling containers within a designated recycling area for Project occupants to facilitate recycling; in accordance with Assembly Bill 1826, the Project would also provide for the recycling of organic waste; and the Project would adhere to federal, State, and local solid waste policies and objectives that further goals to divert waste. Thus, the consumption of non-renewable building materials such as aggregate materials and plastics would be reduced.

2. Water: As discussed on pages VI-6 through VI-7 and VI-9 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and in Section IV.J.1, Utilities and Service Systems - Water Supply and Infrastructure, of the Draft EIR, during Project construction, the short-term and intermittent water use would be less than the net new water consumption estimated for the Project at buildout and the estimated water demand for the Project operation would not exceed the available supplies projected by the LADWP. As further discussed therein, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. In addition, the Project would include a variety of sustainable features related to water conservation to reduce water use including compliance with the City's Green Building code, which requires a reduction of indoor water use by at least 20 percent, and implementation of Project Design Feature WAT-PDF-1, which includes water conservation measures in excess of code requirements. Thus, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

3. Energy Consumption and Air Quality: As discussed on pages VI-7 through VI-9 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and in Section IV.C, Energy, of the Draft EIR, during Project construction and operation, non-renewable fossil fuels would be consumed and therefore, the existing finite supplies of these resources would be incrementally reduced. However, the amounts of fossil fuels required during construction would represent a small amount (approximately 0.006 percent) of the 2025 annual on-road gasoline-related energy consumption and a small amount (approximately 0.004 percent) of the 2025 annual diesel fuel-related energy consumption in Los Angeles County; the electricity demand during Project construction would vary based on the construction activities being performed and would cease upon completion of construction; electric equipment would be powered off when not in use so as to avoid unnecessary energy consumption; and trucks and equipment would comply with federal and State regulations, including but not limited to, CARB's anti-idling regulations and federal fuel efficiency requirements. As further discussed therein, during operation the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and SoCalGas, respectively. Specifically, the Project's electricity and natural gas demand would represent 0.01 percent and 0.0004 percent, respectively, of LADWP and SoCalGas' projected sales in 2025; the Project would comply with 2019 Title 24 standards and applicable 2019 CALGreen requirements; the gasoline and diesel fuel consumption during operation would account for 0.004 percent of gasoline and 0.003 percent diesel fuel

consumption in Los Angeles County; and the Project includes a number of features that would reduce VMT, such as increased density, a mixed-use development, and increased destination and transit accessibility. As such, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy.

4. Environmental Hazards: As discussed on page VI-8 through VI-9 in Chapter VI, Other CEQA Considerations, of the Draft EIR, and on pages 47 through 54 of the Initial Study contained in Appendix A of the Draft EIR, Project construction would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids, and Project operation would involve the use of the typical types of hazardous materials used in office and commercial developments, such as the use and storage of small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. However, all potentially hazardous materials used during construction and operation would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

X. GROWTH-INDUCING IMPACTS

Section 15126.2(e) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this discussion are projects which would remove obstacles to population growth or increases in the population which may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Additionally, consideration must be given to characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed on pages VI-9 through VI-11 in Chapter VI, Other CEQA Considerations, of the Draft EIR, since the Project does not propose a housing component, it would not directly induce a new residential population which would contribute to population growth in the vicinity of the Project Site or the Hollywood Community Plan area. As further discussed therein, while the Project would have the potential to generate indirect population growth in the vicinity of the Project Site as a result of the employment opportunities generated by the Project, neither Project construction or operation would create jobs that would be growth inducing because: construction-related jobs would be temporary; most construction workers are highly specialized and remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process; Project operation, which would generate approximately 584 net new employees, would not cause an exceedance of SCAG's employment projections contained in the 2020-2045 RTP/SCS for the City of Los Angeles Subregion, as it would represent only approximately 0.03 percent of the total number of projected employees in 2025 and 1.18 percent of the growth between 2020 and 2025; and the range of full-time and part-time positions which would be created by the Project are the type that typically are filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities, and those not already in the area would be expected to utilize then-existing vacancies in the housing market and new residential developments that may occur in the vicinity of the Project Site. As such, the Project's office, retail, and restaurant uses would be unlikely to create an indirect demand for additional housing or households in the area. As further indicated therein, the Project would not remove impediments to growth; would be served by existing utilities and infrastructure; and the required local infrastructure upgrades to improve fire flow, construction of Project driveways, and

connections to existing water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, would be limited to serving Project-related demand, and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted and planned for on a regional level. Accordingly, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of VMT, would not require any major roadway improvements nor open any large undeveloped areas for new use. Therefore, direct and indirect growth-inducing impacts would be less than significant.

XI. ENERGY CONSERVATION

As discussed on pages IV.C-38 through IV.C-39 in Section IV.C, Energy, of the Draft EIR, the Project would conserve energy in compliance with federal, State and local requirements through compliance with relevant conservation policies and plans including the California Title 24 energy standards, the 2019 CALGreen Code, the City's Green Building Code, L.A.'s Green New Deal, and the 2020–2045 RTP/SCS. Specifically, the Project would comply with the regulatory provisions related to lighting requirements to conserve energy, window glazing to reflect heat, enhanced insulation to reduce heating and ventilation energy usage, enhanced air filtration, and use of the most energy efficient and energy conserving technologies and construction practices. In addition, the Project would implement Project Design Features GHG-PDF-1, which includes sustainability features in excess of code requires, and WAT-PDF-1, which includes water conservation measures in excess of code requirements. The Project would also conserve transportation fuel as it would be an in-fill commercial development located in an area characterized by a high degree of pedestrian activity, neighborhood services, and well-served by existing public transportation, and through the implementation of TDM measures included in Project Design Feature TR-PDF-1 to encourage alternative modes of transportation. All of which would result in 40 percent less Project-related VMT in comparison to the Project without implementation of VMT reducing measures located in non-infill, non-urban areas. As further discussed therein, the Project would be consistent with regional planning strategies that address energy conservation including the 2020–2045 RTP/SCS which focuses on creating livable communities with an emphasis on sustainability and integrated planning, and on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources. In addition, the Project would comply with State energy efficiency requirements, would comply with Title 24 requirements, and would use electricity from LADWP, which has a current renewable energy mix of approximately 37 percent. All of these features would serve to reduce the consumption of electricity, natural gas, and transportation fuel. As such, the Project would be consistent with adopted energy conservation plans.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR identifies unavoidable significant impacts that would result from implementation of the Project. PRC Section 21081 and CEQA Guidelines Section 15093(b) provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR, but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto.

Based on the analysis provided in Chapter IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to: on-site and off-site construction noise; on-site construction vibration (building damage); on-site and off-site construction vibration (human annoyance); and cumulative off-site construction vibration (human annoyance).

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to the Project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that each of the Project's benefits, as listed below, outweigh and override the significant unavoidable impacts relating to construction noise and construction vibration impacts.

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the listed Project benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project despite the Project's identified significant and unavoidable environmental impacts. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

As discussed in Chapter II, Project Description, of the Draft EIR, the underlying purpose of the Project is to provide an infill commercial development for growing retail, hospitality, entertainment, and technology companies looking to locate businesses within the Hollywood community. The underlying purpose and objectives of the Project are closely tied to the goals and objectives of the Hollywood Community Plan, which supports the objectives and policies of applicable larger-scale regional and local land use plans, including SCAG's 2020–2045 RTP/SCS and the City's General Plan. The Project would:

1. **Support Regional and City Land Use and Environmental Goals:**

    - **Regional Goals:** The Project would not conflict with the applicable goals set forth in the 2020–2045 RTP/SCS adopted for the purpose of avoiding or mitigating environmental effects. Specifically, the Project would support the goals of the 2020–2045 RTP/SCS to improve mobility, accessibility, reliability, and travel safety, as well as protect the environment and health of the region's residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). The Project would be developed on an infill location within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. In addition, the Project Site is served by a variety of nearby mass transit options, including a number of bus lines. The Project would provide bicycle parking spaces and amenities for the proposed uses that would serve to promote the use of bicycles. The Project would also provide charging stations to serve electric vehicles and wiring for future charging capabilities. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and walking and biking, and thereby improve the environment and health of nearby residents by supporting low and zero emission modes of

transportation. The Project would also reduce VMT and thereby help meet GHG emission goals.

- **Local Goals (Hollywood Community Plan):** The Project would also support the Hollywood Community Plan's objective to promote the economic well-being and public convenience by developing new office, retail, and restaurant uses in Hollywood. The Project would also support the Hollywood Community Plan's policy to provide new employment opportunities within a reasonable commuting distance from residential locations as the Project Site is located within proximity to residential locations, including the multi-family residential buildings to the east of the Project Site.

2. **Represent Smart Growth:** The Project would represent a mixed-use office, retail and restaurant development and the intensification of urban density within the highly urbanized Hollywood area and is in close proximity to transit, including the Metro B Line (Red) and multiple bus lines. The Project would also provide jobs in close proximity to existing housing, thereby contributing to the jobs-housing balance. Furthermore, the Project would not require the extension of roads or utility infrastructure and the Project would not result in urban sprawl. These characteristics are consistent with good planning practice, and would reduce VMT, fuel consumption, and associated greenhouse gas emissions and as such, represent smart urban growth.

3. **Represent Sustainable Development:** The Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the City's Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The sustainability features to be incorporated into the Project would include, but would not be limited to the following: electric vehicle charging stations; material recycling stations; highly efficient HVAC systems; energy-efficient wall insulation and glazing units; WaterSense-labeled plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; Energy Star–labeled appliances; and water-efficient landscape design In addition, the Project would also set aside an area as required by Title 24 for potential installation of solar panels at a later date. The Project would also implement Project Design Feature WAT-PDF-1, which includes water conservation features in excess of code requirements, and Project Design Feature GHG-PDF-1, which includes sustainability features in excess of code requirements.

4. **Enhance the City's Economic Base:** The Project would support the growth of the City's economic base by creating jobs in both Project construction and operation. The Project would create commercial opportunities that could serve local employees, generate local tax revenue, and provide new permanent jobs which would also increase the Project area employment population which would support local businesses.

5. **Enhance the Project Site Vicinity:** The Project would enhance the built environment in the surrounding neighborhood and upgrade the quality of development by replacing older buildings and providing new landscaping throughout the Project Site. While no open space is required, the Project would incorporate open space throughout the Project Site. Tenant terraces would be located on Levels 2, 3, 4, 7, 8, 9, and the roof and would feature lounge seating and landscaping. Meanwhile Level 9 would include a restaurant/ entertainment terrace. Additional common open space would be provided on the first floor of the building and would include walkways, outdoor dining seating, new trees, and raised planters. As such, the Project would provide approximately 33,100 square feet of

open space (500 square feet of which would be a publicly accessible). The Project would also provide new trees along the building perimeter, including eight new street trees along Romaine Street and Hudson Avenue where there are currently no street trees. The Project would also include pedestrian-accessible, ground floor commercial uses that would be designed with articulation and window treatments that would enhance the streetscape, and the pedestrian plaza at the corner of Seward Street and Romaine Street would be accessible to both patrons and the general public. Thus, the Project would visually improve the Project Site and surrounding streets, and enhance pedestrian activity in and around the Project Site.

Based on the above, the Project reflects a development that is consistent with the overall vision of the City and SCAG to locate supporting and harmonious uses within one site to create sustainable communities and enhance quality of life throughout the City and the region. As such, the Project would be consistent with, and contribute to, the implementation of local, regional and State land use, mobility, and air quality objectives. Additionally, the Project's significant and unavoidable construction noise and vibration impacts would only occur during temporary and periodic construction activities, similar to those occurring at development sites in urban areas, particularly within infill locations. As such, the benefits of the Project, as outlined above, would outweigh the effects of the significant and unavoidable temporary construction impacts of the Project. Furthermore, as detailed in Section V, Alternatives, of the Draft EIR, no feasible alternative was identified that would eliminate all of the Project's significant and unavoidable impacts.

XIII: GENERAL FINDINGS

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential Project and cumulative environmental impacts: air quality, cultural resources, energy, greenhouse gas emissions, land use and planning, noise, public services, transportation, tribal cultural resources, utilities and service systems (water supply and infrastructure and energy infrastructure), alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the Project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.

4. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received

nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

5. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

    - The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

    - The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

    - None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

    - The mitigation measures identified for the Project were included in the Draft EIR and Final EIR. The final mitigation measures for the Project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

6. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and set forth in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In

accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

7. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

8. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning.

9. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

10. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

11. The EIR is a project EIR for purposes of environmental analysis of the Project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

   A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   C. Mitigation measures or alternatives previously found not to be feasible would in fact be

feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2). The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;
- The Draft EIR and Appendices, and Final EIR and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR*;*
- The Southern California Association of Governments (SCAG)'s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (SCH No. 2019011061);
- The Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;

- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR, Final EIR, and Erratum, are available on the Department of City Planning's website at https://planning.lacity.org/development-services/eir (to locate the documents, search for the environmental case number or the Project title: 1000 Seward Project). Due to government facility closures as a result of the COVID-19 crisis, the Draft and Final EIR documents were made available at local public libraries:

- **Los Angeles Central Library**, 630 West Fifth Street, Los Angeles, CA 90071
- **Hollywood Regional Branch Library**, 1623 Ivar Avenue, Los Angeles, CA 90028
- **John C. Fremont Branch Library**, 6121 Melrose Avenue, Los Angeles, CA 90038

Consistent with state emergency orders, the public was notified of an ability to call or email the City for alternative modes to access the documents or to schedule an appointment to review the documents at the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Suite 1450, Los Angeles, CA 90012, during office hours Monday -Friday, 9:00 a.m. – 4:00 p.m.