



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 27, 2022
Time: After 8:30 a.m.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>]. The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commission/sboards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: September 7, 2022
Appeal Status: Zone and Height District Change are appealable by the Applicant to the City Council if disapproved in whole or in part. All other actions are appealable to City Council.

Expiration Date: November 28, 2022

Multiple Approval: Yes

PROJECT LOCATION: 6450-6462 W. Sunset Boulevard; 1420-1454 N. Wilcox Avenue; 1413-1447 N. Cole Place; and 6503 W. De Longpre Avenue

PROPOSED PROJECT: Demolition of three existing commercial buildings that comprise approximately 26,261 square feet of office and retail uses and associated surface parking for the construction, use and maintenance of a 15-story commercial building with a total floor area of 443,418 square feet consisting of 431,032 square feet of office space and 14,186 square feet of restaurant space in the C4-2D-SN and C4-2D Zones. The Project also includes the construction of an 18-foot-tall, 3,550 square-foot building to house LADWP equipment and an underground generator in the C2-1XL Zone. Upon completion, the Project would result in a floor area ratio (FAR) of 6:1. The Project would provide vehicular parking spaces within three below-grade levels, at grade, and three above-grade levels. The Project would also provide short-term and long-term bicycle parking. Four existing non-protected on-site trees and 12 existing non-protected street trees would be removed as part of the Project. The Project would provide a minimum of 30 trees. The Project would provide 61,449 square feet of private open space. Additionally, as proposed, the Project signage would comply with Hollywood Signage Supplemental Use District regulations.

Case No.: CPC-2020-1929-ZC-HD-MCUP-SPP-SPR
CEQA No.: ENV-2020-1930-EIR
Related Case: VTT-83088-1A
Council No.: 13 – O'Farrell
Plan Area: Hollywood
Plan Overlay: Hollywood Signage Supplemental Use District; Hollywood Redevelopment Plan Area
Certified NC: Central Hollywood
Existing GPLU: Regional Center Commercial
Existing Zone: C4-2D-SN; C4-2D; C2-1XL
Proposed Zone: (T)(Q)C4-2D-SN; (T)(Q)C4-2D; (T)(Q)C2-2D
Applicant: 6450 Sunset Owner, LLC
Representative: Edgar Khalatian, Mayer Brown, LLP

REQUESTED ACTIONS: ENV-2020-1930-EIR

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code (PRC), the consideration and certification of the Environmental Impact Report (EIR), ENV-2020-1930-EIR, SCH No. 2020120005, for the above-referenced project, and adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain.
2. Pursuant to Section 21081.6 of the California PRC, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program.
3. Pursuant to Section 21081 of the California PRC, the adoption of the required Findings for the certification of the EIR.

CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32 F, a Zone and Height District Change from C4-2D-SN, C4-2D, and C2-1XL to C4-2-SN, C4-2, and C2-2;
2. Pursuant to LAMC Section 12.24 W.1, a Main Conditional Use Permit for the sale or dispersing of a full-line of alcoholic beverages for on-site and off-site consumption for three restaurants;
3. Pursuant to LAMC Section 11.5.7 C, a Project Permit Compliance Review for Project signage in the Hollywood Signage Supplemental Use District; and
4. Pursuant to LAMC 16.05, a Site Plan Review, a development that results in an increase of 50,000 square feet or more of non-residential floor area.

RECOMMENDED ACTIONS: ENV-2020-1930-EIR

If the City Planning Commission denies the appeal of the Vesting Tentative Tract Map (VTT-83088-1A) and sustains the actions of the Advisory Agency:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the Sunset Wilcox Project EIR, certified on September 9, 2022; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the Project.

CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

2. **Recommend** that the City Council approve a Zone and Height District Change from C4-2D-SN, C4-2D, and C2-1XL to (T)(Q)C4-2D-SN, (T)(Q)C4-2D, and (T)(Q)C2-2D;
3. **Approve** a Main Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site and off-site consumption within three restaurants;
4. **Approve** a Project Permit Compliance review for signage in the Hollywood Signage Supplemental Use District;
5. **Approve** a Site Plan Review for a development that results in an increase of 50,000 square feet or more of non-residential floor area;

6. **Adopt** the Conditions of Approval; and
7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



William Lamborn
Senior City Planner

James Harris

James Harris
City Planner
Email: james.harris@lacity.org
Phone: (213) 978-1241

ADVICE TO PUBLIC: **The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.*

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https://planning.lacity.org/development-services/eir/sunset-wilcox-project-0	
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https://planning.lacity.org/development-services/eir/sunset-wilcox-project-1	

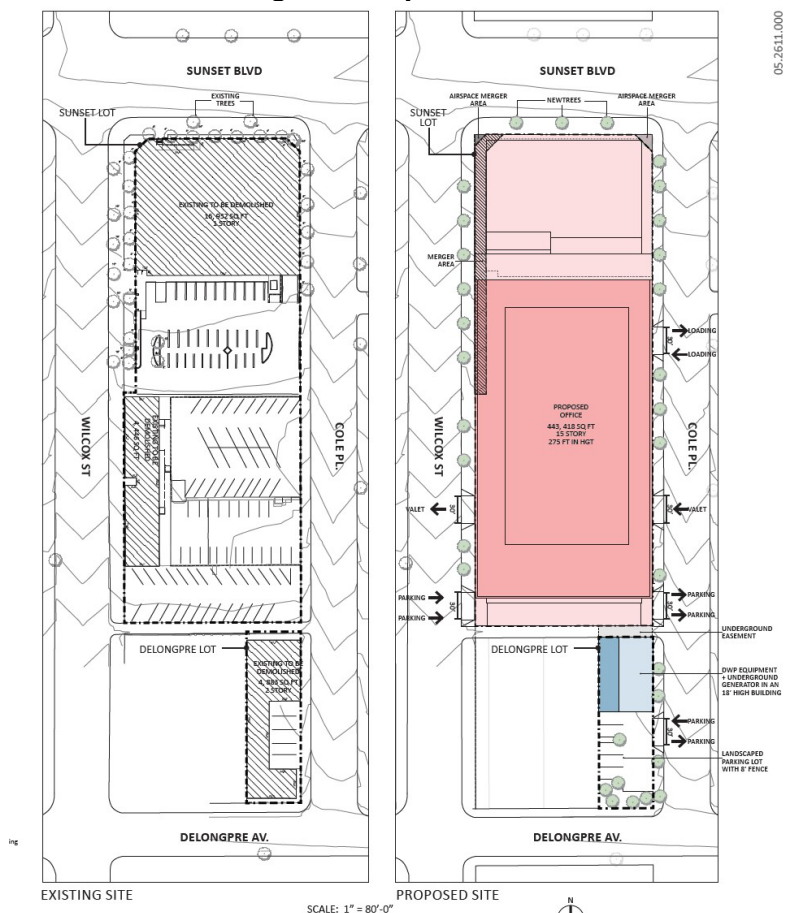
PROJECT ANALYSIS

PROJECT SUMMARY

The Project includes the demolition of three commercial buildings that comprise approximately 26,261 square feet of office and retail uses and associated surface parking for the construction, use and maintenance of a 15-story commercial building with a total floor area of 443,418 square feet consisting of 431,032 square feet of office space and 14,186 square feet of restaurant space (plus an additional approximately 1,800 square feet outdoor dining area which is not considered floor area since it is located outdoor along Sunset Boulevard) in the C4-2D-SN and C4-2D Zones. The Project also includes the construction of an 18-foot-tall, 3,550 sf building to house LADWP equipment and an underground generator in the C2-1XL Zone. The Project would result in a floor area ratio (FAR) of 6:1. The Project would provide vehicular parking spaces within three below-grade levels, at grade, and three above-grade levels, inclusive of a mezzanine level. The Project would also provide short-term and long-term bicycle parking.

There are currently four non-protected trees on the Project Site and 12 existing non-protected street trees around the perimeter of the site, all of which would be removed as part of the Project. The Project is required to provide a minimum of 30 trees. The Project will provide 32 total trees on-site or in the public right-of-way. Though not required by code, the Project would provide a variety of open space areas totaling 61,449 sf, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscaped. Although open space is not required for commercial uses, 32,077 square feet of the provided open space would comply with the Los Angeles Municipal Code's (LAMC) provisions that would be needed to qualify as open space.

Existing and Proposed Site Plan



Vehicular access to the Site will be provided via two through driveways located midblock along both Wilcox Avenue and Cole Place. Passenger loading is provided along Wilcox Avenue and loading is accessed from Cole Place. Access to the LADWP equipment is also provided along Cole Place. Pedestrian access to the Site is located off Sunset Boulevard for the restaurant space and off Wilcox for the office tower.

The Project's Sunset frontages is located within the boundaries of the Hollywood Signage Supplemental Use District (Sign District), Ordinance Number 181,340. All signs located within the Sign District are consistent with the standards set forth in the Sign District, all other signs are consistent with LAMC Section 14.4. The Project does not include any digital or off-site signage.

Project rendering as seen from Sunset Boulevard



BACKGROUND

Location and Setting

The irregularly shaped Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles, northwest of Downtown Los Angeles, north of Santa Monica Boulevard and west of the Hollywood Freeway (US-101). The Project Site is bounded by Sunset Boulevard to the north, Cole Place to the east, De Longpre Avenue to the south, and Wilcox Avenue to the west. Primary regional access is provided by US-101, which is accessible within less than one mile of the Project Site. Major arterials providing regional access to the Project Site include Sunset Boulevard, Hollywood Boulevard, Santa Monica Boulevard, and Vine Street. Various local and regional bus lines are also in proximity with frequent stops and service to various locations throughout the City. In addition, the Project Site is served by the Metro B (Red) Line subway, with the Hollywood/Vine Station and Hollywood/Highland Stations located in close proximity. More details are provided below under *Freeway Access and Public Transit*.

The Project Site is located within the Hollywood Redevelopment Project Area (ZI-2488), the Los Angeles State Enterprise Zone (ZI-2374) the Hollywood Signage Supplemental Use District (ZI-

2331), a Transit Priority Area (ZI-2452), the Hollywood Entertainment District, and within a Tier 3 Transit Oriented Communities (TOC) area.

Project Site Characteristics

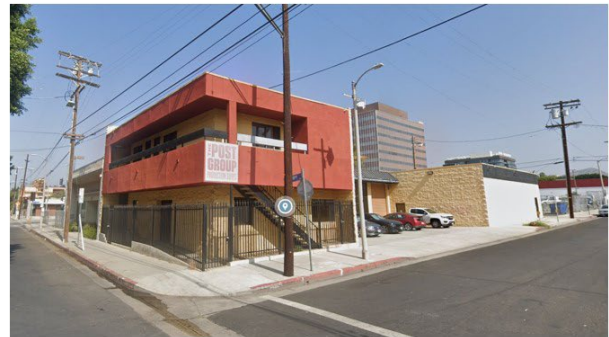
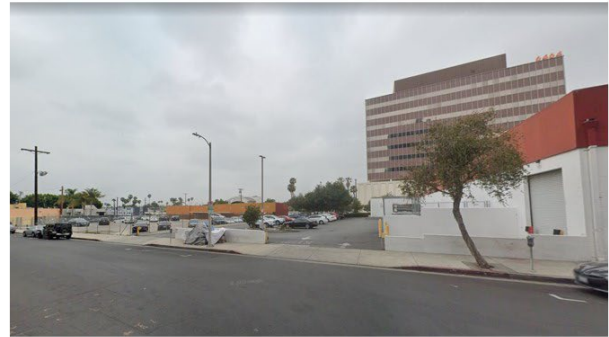
The Project Site is on a minor grade from the highest elevation at the northern portion along Sunset Boulevard to the lowest elevation on De Longpre Avenue but remains relatively level. The irregularly shaped site has approximately 155 feet of frontage along Sunset Boulevard, 430 feet of frontage along Wilcox Avenue, 580 feet of frontage along Cole Place, and 48 feet of frontage along De Longpre Avenue. Additionally, there is a 10-foot wide alleyway that bisects the site from Wilcox Avenue to Cole Place.



Existing Development

The approximate 1.7-acre Project Site is currently improved with three commercial buildings that comprise approximately 26,261 square feet of office and retail uses and associated surface parking. The existing commercial structures consist of a single-story Staples retail store that fronts Sunset Boulevard, Wilcox Avenue, and Cole Place at the northern end of the Project Site; a vacant single story strip commercial structure fronting Wilcox Avenue midblock; and two-story commercial office building on the corner of De Longpre Avenue and Cole Place. The two-story commercial structure located on the northwest corner of De Longpre Avenue and Cole Place (De Longpre Lot) is separated from the rest of the Project Site by a 10-foot wide alley. The remainder of the Project Site is surface parking. The Site is accessible by vehicle from either Wilcox Avenue or Cole Place. There is no access to the Site from the alleyway. There are also four non-protected trees on the Project Site and 12 non-protected street trees located in the public right-of-way adjacent to the Site.

Existing Development on the Project Site



Clockwise: Corner of Sunset Blvd & Wilcox Ave, Cole Pl at rear of Staples building, Corner of Cole Pl and Longpre Ave, Corner of Wilcox Ave and the Alleyway

Existing Land Use and Zoning

The Hollywood Community Plan designates the Project Site for Regional Center Commercial land uses. The site is zoned C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District), C4-2D (Commercial Zone, Height District 2 with Development Limitation), and C2-1XL (Commercial Zone, Height District 1XL). The C4 Zone includes a variety of uses such as office, business and profession uses and restaurants with outdoor eating areas. The C2 Zone includes uses such as public services, including electric distributing substation, fire or police station, and telephone exchange, along with other general commercial uses. No setbacks are required for front yards, side yards, and rear yards for commercial uses. Height District 2 allows a 6:1 FAR in the Project Site's C4-zoned portions with no height or story limit, however, the D Limitation restricts FAR to 2:1, established by Ordinance 165,661. The D Limitation does not impose any height limits on the Project Site. Height District Number 1XL allows a 1.5:1 FAR in the Project Site's C2-zoned portions with a 30-foot and two-story height limit.

The Project Site is located within an Urban Agriculture Incentive Zone and Fire District 1. The Site is not located within a flood zone, methane zone, special grading area, or the Alquist-Priolo Fault Zone. The Project Site is located within the Hollywood Redevelopment Project Area (ZI-2488), the Los Angeles State Enterprise Zone (ZI-2374) the Hollywood Signage District (ZI-2331), a Transit Priority Area (ZI-2452), the Hollywood Entertainment District, and within a Tier 3 Transit Oriented Communities (TOC) area.

Existing Zoning and Land Use**Surrounding Land Uses**

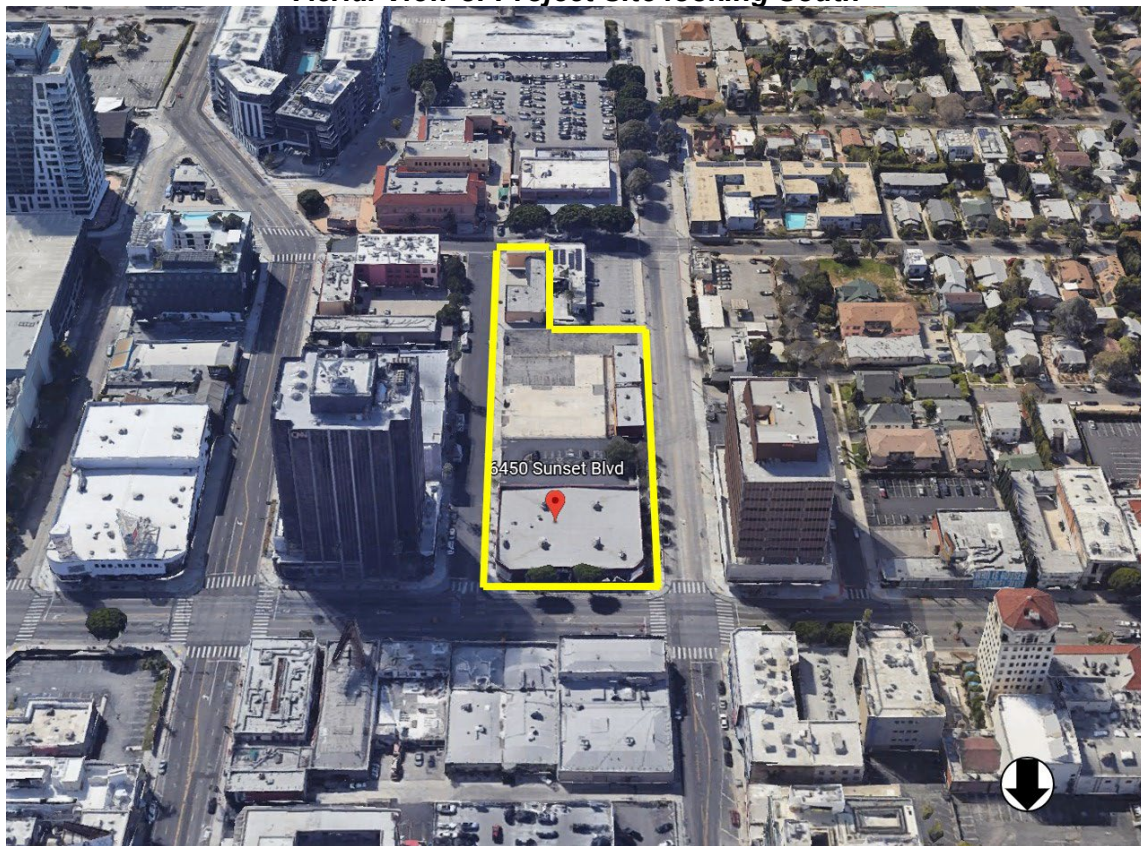
The Project Site is in a highly urbanized area and surrounded by a mix of land uses that include multi-family residential, commercial, and public facilities uses, ranging from low-rise to high-rise buildings, which are physically separated from the Project Site by streets and an alley, as follows:

North: To the north of the Project Site across Sunset Boulevard are two-story retail and office commercial uses. The properties are designated for Regional Center Commercial and are within the C4-2D-SN Zone.

East: To the east of the Project Site across Cole Place are one-, two-, and 15-story commercial office and retail uses, and a five-story parking structure. The properties are designated for Regional Center Commercial and are within the C4-2D-SN and C4-2D Zones.

South: To the south of the Project Site and across De Longpre Avenue, are the one- to two-story Los Angeles Fire Department Fire Museum and Los Angeles Police Department (LAPD) Hollywood Station. These properties are designated for Public Facilities land use within the PF-1XL Zone.

West: To the west of the Project Site across Wilcox Avenue are one-, two-, three-, and 10-story commercial uses with surface parking. The properties are designated for Regional Center Commercial, Limited Commercial, and Low Medium II Residential land uses within in the C4-2D-SN, C1-1VL, and RD1.5-1XL Zones. Additionally, a single-story commercial studio and a surface parking lot used by the LAPD are located west of and adjacent to the Project Site's De Longpre frontage, between the alley and De Longpre Avenue. These lots are within the C2-1XL Zone and have the land use designation of Regional Center Commercial.

Aerial View of Project Site looking South

Streets and Circulation

Sunset Boulevard is designated by the Mobility Plan as an Avenue I and dedicated to a right-of-way width of 100 feet along the Project Site frontage. Sunset Boulevard is improved with sidewalks, curbs, and gutters, and is currently fully dedicated and improved to Mobility Plan standards.

Wilcox Avenue is designated by the Mobility Plan as a Modified Avenue III and dedicated to a right-of-way width of 70 feet to 80 feet along the Project Site frontage. The Mobility Plan 2035 standards for a Modified Avenue III is a 70 foot right-of-way with a 35-foot half width right-of-way. Wilcox Avenue is improved with sidewalks, curbs, and gutters. On September 9, 2022 the Advisory Agency approved Vesting Tentative Tract Map 83088, which included a merger into the Project Site of 10 feet of right of way in excess of Mobility Plan standards. The approved merger results in sidewalk and roadway widths that fully meet Mobility Plan requirements.

Cole Place is designated by the Mobility Plan as a Local Street – Standard and dedicated to a right-of-way width of 60 feet along the Project Site frontage. Cole Place is improved with sidewalks, curbs, and gutters, and is currently fully dedicated and improved to Mobility Plan standards.

De Longpre Avenue is designated by the Mobility Plan as a Local Street – Standard and dedicated to a right-of-way width of 50 feet along the Project Site frontage. De Longpre Avenue is improved with sidewalks, curbs, and gutters. Bureau of Engineering has required a five-foot dedication which was approved by the Advisory Agency as part of VTT-83088.

Alley, a 10-foot alley runs from Wilcox Avenue on the west to Cole Place on the east. As part of VTT-83088, the Advisory Agency approved a waiver of the five-foot dedications otherwise

required for this alley in order to avoid an inconsistent alley geometry, as the Applicant does not control the properties on the entirety of the alley frontage.

Freeway Access and Public Transit

Primary regional access to the Project Site is provided by US-101, which generally runs in a northwest-southeast direction and is located approximately 0.9 miles east of the Project Site. Project access to and from US-101 is available via interchanges at Cahuenga Boulevard, Highland Avenue, Western Avenue, Franklin Avenue, Gower Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard. Various local and regional bus lines are also in proximity with frequent stops and service to various locations throughout the City. These include the Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 2, 4, 180, 210, 212, 217, 222, and 237, and the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) Hollywood/Wilshire, Hollywood, and Beachwood Canyon Lines. In addition to the bus lines, Metro operates the B (Red) Line subway in the immediate vicinity of the Project Site. The Metro B Line Hollywood/Vine Station is located approximately 0.35 miles northeast from the Project Site, and the Metro B Line Hollywood/Highland Station is approximately 0.5 miles northwest from the Project Site.

Land Use Policies

General Plan Framework

The City of Los Angeles General Plan Framework Long Range Land Use Diagram identifies the Project Site as located within a Regional Center. The General Plan Framework describes Regional Centers as areas that serve as focal points for regional commerce, identity, and activity with higher density developments whose form is differentiated from the lower-density neighborhoods of the city. Regional Centers fall under the range of 1.5:1 to 6:1 FAR and are characterized by buildings ranging from six-to 20-story buildings or higher. Their densities and functions support the development of a comprehensive and interconnected network of public transit and services.

Mobility Plan 2035

The Mobility Plan 2035 Bicycle Network identifies streets near the Project Site as part of the Bicycle Network including Tier 3 Bicycle Lanes on Sunset Boulevard to the north of the Property and on Santa Monica Boulevard to the south of the Property.

Hollywood Community Plan

The Project Site is located within the Hollywood Community Plan area and is classified with the Regional Center Commercial land use designation with the corresponding zones of C4-2D-SN, C4-2D, and C2-1XL. The Regional Center Commercial land use designation corresponds to the C2, C4, P, PB, RAS3, and RAS4 Zones. The existing C4 and C2 zoning is consistent with this designation.

Hollywood Redevelopment Plan

The Project Site is located within the Hollywood Redevelopment Plan Area. The Redevelopment Plan designates the portions of the Project Site north of the alley as Regional Commercial, and the portions south of alley as Other Public Land. The Redevelopment Plan states that Regional Center Commercial uses shall generally provide goods and services which are designed in a manner that appeals to a regional market as well as to local markets and includes uses such as theaters, restaurants, hotels, offices, and retail or service businesses. The existing office and

retail uses are consistent with the Redevelopment Plan.

Hollywood Signage Supplemental Use Sign District

The lots of the Project Site that front Sunset Boulevard are located within the Hollywood Sign District. The signs of the existing structure, the Staples store, are consistent with the Supplemental Use District.

Site Related Cases and Permits

On-Site Cases

Case No. VTT-83088: In conjunction with the proposed Project, on September 9, 2022, the Deputy Advisory Agency approved a Vesting Tentative Tract Map for the merger and resubdivision of the 1.7 acre (73,903 square-foot) site into two (2) ground lots and 12 airspace lots, including merging portions of Wilcox Avenue (2,275 square feet); and a Haul Route for the export of up to 93,000 cubic yards of soil. The Deputy Advisory Agency's approval of the Vesting Tentative Tract Map has been appealed and is before the City Planning Commission for its consideration, concurrently with the subject case.

Case No VTT-63383: On February 22, 2006, the Advisory Agency approved Vesting Tentative Tract 63383 for one ground lot totaling 28,417 net square feet for a maximum of 48 residential units, located at 1427 N. Cole Place. The final tract map was never submitted to the City for recordation and no extensions were requested. As a result, the tract expired in 2009.

Ordinance No. 165,661: Effective May 7, 1990, this ordinance established the existing D Limitation on the Project Site, setting forth that the total floor area contained in all buildings on a lot shall not exceed two times the buildable area of the lot. A project may exceed the 2:1 floor area ratio provided that a) the Community Redevelopment Agency Board finds that the project conforms to (1) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Plan and, if applicable, (3) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and, b) the project complies with the following two requirements: a Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and the Project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.

The CRA Board never enacted the above-mentioned transportation program or the Designs for Development, although they were developed by CRA staff. The above-mentioned LAMC section for City Planning Commission action no longer exists, as LAMC Section 12.24 was revised by the changes to the code after passage of the new City Charter in 2001. Therefore, the Project's request to increase allowable FAR above 2:1 is appropriately being considered by the City Planning Commission and City Council under this Case No. CPC-2020-1929-ZC-HD-MCUP-SPP-SPR, and findings relative to consistency with the Hollywood Redevelopment Plan are made below.

Off-Site Cases

CPC-2021-10811-DB-CU-CUB-SPA-HCA: A pending application for a proposed housing development for 82 dwelling units with 11-percent restricted for Very Low Income Households utilizing a 35-percent Density Bonus and with incentive of a reduced rear yard setbacks; a Conditional Use for the on-site consumption of alcoholic beverages and a hotel use near an R Zone; and a Vesting Tentative Tract Map located at 1415 N. Cahuenga Boulevard.

CPC-2020-5407-VZC-HD-CUB-ZAA-RDP-SPR: A pending application for a proposed Zone Change and Height District Change for the demolition of existing commercial structures and the construction, use and maintenance of a new 173-foot tall, 175 room hotel with 12,500 square feet of restaurant and bar with on-site sale of alcoholic beverages located at 6445 W. Sunset Boulevard.

CPC-2016-3841-ZV-CU-CUB-SPR: At its meeting of February 8, 2018, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a 220-room hotel, 2,273 square foot ground floor restaurant, and 1,440 roof top lounge located at 1400 N. Cahuenga Boulevard.

CPC-2016-3630-ZC-HD-DB-MCUB-SPP-SPR-WDI: At its meeting of April 8, 2019, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a mixed-use building containing up to 200 residential units with 10 unit reserved for Very Low Income Households, and 7,000 square feet of ground floor commercial space within a 26-story, 285 foot tall building located at 6400 W. Sunset Boulevard.

CPC-2016-1380-VZC-HD-MCUP-ZAA-SPR: At its meeting of September 13, 2018, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a mixed-use building containing up to 270 residential units and up to 12,120 square feet of commercial retail and restaurant uses, located at 6200 W. Sunset Boulevard.

CPC-2015-2025-DB-MCUP-CU-SPR: At its meeting of September 13, 2018, the City Planning Commission approved Density Bonus and Main conditional Use Permit for the construction of eight mixed-use buildings containing up consisting of 950 residential units, 308 hotel rooms, and approximately 190,000 square feet of commercial/retail uses and a new above-ground parking structure on the eastern side of the Project Site, located at 6701 W. Sunset Boulevard.

CPC-2015-2893-VZC-HD-MCUP-SPR: At its meeting of September 8, 2016, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a 275-room hotel, and 1,900 square foot ground floor commercial space, located at 6407 W. Sunset Boulevard.

CPC-2014-4279-ZC-HD-ZAA-SPR: At its meeting of August 11, 2016, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a mixed-use building with 369 dwelling units and 2,570 square feet of commercial area, located at 1311 N. Cahuenga Boulevard.

CPC-2014-750-VZC-HD-DB-CUB-SPP-SPR: At its meeting of May 12, 2016, the City Planning Commission approved and recommended that the City Council adopt a Zone Change and Height District Change for the construction of a mixed-use building with 200 dwelling units and 4,700 square feet of ground floor commercial area, located at 6250 W. Sunset Boulevard.

CPC-2014-3808-GPA-ZC-HD-CU-CUB-ZAI-SPR: At its meeting of November 19, 2015, the City Planning Commission approved and recommended that the City Council adopt a General Plan Amendment, Zone Change and Height District Change for the proposed construction of a mixed-use project comprised of 731 residential dwelling units and 24,000 square feet of retail and restaurant uses, located at 6201 W. Sunset Boulevard.

CPC-2014-3706-ZC-HD-ZAA-SPR: At its meeting of September 10, 2015, the City Planning Commission approved and recommended that the City Council Zone Change and Height

District change for a new 12-story hotel and restaurant with penthouse located at 1523 N. Wilcox Avenue.

APCC-2020-537-ZC-CUB: At its meeting of December 8, 2020, the Central Area Planning Commission approved a Zone Change from C4 to C2 and Conditional Use for on-site consumption of alcohol within a permitted hotel, contained within indoor and outdoor amenity spaces located at 1523 N. Wilcox Avenue.

APCC-2018-4958-ZC-CUB: At its meeting of May 28, 2019, the Central Area Planning Commission approved a Zone Change from C4-2D-SN to (T)(Q)C2-SD-SN and Conditional Use for on-site consumption of a full line of alcoholic beverages with live entertainment on the ground floor and rooftop outdoor dining area located at 1518 N. Cahuenga Boulevard.

DIR-2019-5590-TOC-ZV-ZAA-SPR: A pending application for a proposed Transit Oriented Communities project for the construction of a new 23-story mixed use building with 20 levels of residential use with 290 units including 29 affordable units, above 40,404 square feet of ground floor commercial and three levels of below ground and two levels of above ground parking located at 6350 W. Selma Avenue.

DIR-2015-3166-SPR: On June 16, 2016, the Director of Planning issued a determination letter for the approval of a Site Plan Review for the construction of a 175-room hotel, located at 1400 N. Cahuenga Boulevard.

ZA-2022-2747-CUB-CUX: A pending application for a proposed Conditional Use to allow the continued operation of an existing restaurant and lounge in conjunction with a full line of alcoholic beverages, live entertainment and dancing located at 1430 N. Cahuenga Boulevard.

ZA-2021-10826-CUB: On July 22, 2022, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the continued sale and distribution of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant and movie theater located at 6464 W. Sunset Boulevard.

ZA-2021-8671-CUB: On May 17, 2022, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the sale and distribution of beer and wine for off-site consumption with an existing market and to-go restaurant located at 1507 N. Cahuenga Boulevard.

ZA-2021-6559-CUB-CUX: A pending application for a proposed Conditional Use for the sale and distribution of a full line of alcoholic beverages for on-site consumption at an event venue and nightclub with live entertainment located 6523 W. Sunset Boulevard.

ZA-2021-5048-CUB: On November 2, 2021, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the sale and distribution of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant/retail as an ancillary space to a museum located at 6400 W. Sunset Boulevard.

ZA-2019-3729-CUB: On March 26, 2020, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the sale and distribution of a full line of alcoholic beverages for on-site consumption in conjunction with a 874 square foot restaurant with 20 seats, a 2,290 square foot theater with 84 seats, and a 239 square foot patio with 20 seats located at 6464 W. Sunset Boulevard.

ZA-2017-755-MCUP-SPR: On May 13, 2019, the Zoning Administrator issued a determination letter for the approval of a Site Plan Review for a development that results in a change of use

which results in a net increase of 1,000 or more daily trips and a Main Conditional Use to allow the sale and distribution of a full line of alcoholic beverages for on-site consumption at a maximum of three establishments and the located at 1545 Wilcox Avenue.

ZA-2016-3062-CUB: On April 24, 2017, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the sale and distribution of a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant located at 1520 N. Cahuenga Boulevard.

ZA-2015-2489-CUB: On November 13, 2015, the Zoning Administrator issued a determination letter for the approval of a Conditional Use to allow the sale and distribution of beer and wine for on-site consumption in conjunction with a 2,340 square foot restaurant located at 1542 N. Cahuenga Boulevard.

ZA-2015-1766-MCUP-VCU-SPR: On February 22, 2017, the Zoning Administrator approved a Main Conditional Use for the sale and dispensing of a full line of alcoholic beverages within seven restaurants and one lobby bar, Vesting Conditional Use for floor area averaging, and Site Plan Review, for the construction of a mixed-use development consisting of 200 residential units, 285,719 square feet of office space, and 16,315 square feet of restaurant space in four buildings, located at 1341 N. Vine Street.

PROJECT DETAILS

The Project Site is comprised of ten contiguous lots, which equate to approximately 73,903 square feet. The Project would demolish the existing three commercial buildings that comprise approximately 26,261 square feet of office and retail uses and associated surface parking for the construction, use and maintenance of a 15-story commercial building with a total floor area of 443,418 square feet consisting of 431,032 square feet of office space and 14,186 square feet of restaurant space in the C4-2D-SN and C4-2D Zones. An additional 1,800 square feet of outdoor dining area adjacent to the ground floor restaurant space fronting Sunset Boulevard that would be exempt from the definition of "Floor Area" per Los Angeles Municipal Code (LAMC) Sections 12.03 and 12.21.1-A.5. The Project also includes the construction of an 18-foot-tall, 3,550 square-foot building to house LADWP equipment and an underground generator in the C2-1XL Zone.

The Project would result in a net floor area of 418,957 square feet and a floor area ratio (FAR) of 6:1. The Project is required to provide 852 parking stalls. The Project would include a total of 1,179 vehicular parking spaces in three subterranean, one at grade, and three above grade parking levels, inclusive of a mezzanine level. The Project will also provide short-term and long-term bicycle parking.

Four on-site non-protected trees and 12 non-protected street trees would be removed as part of the Project. The Project is required to provide a minimum of 30 trees. The project will provide 32 total trees on-site or in the public right-of-way. Though not required by code, the Project would provide a variety of open space areas totaling 61,449 sf, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscaped. Although open space is not required for commercial uses, 32,077 square feet of the provided open space would comply with the Los Angeles Municipal Code's (LAMC) provisions that would be needed to qualify as open space.

The Project's Sunset Boulevard frontage is located within the boundaries of the Hollywood Signage Supplemental Use District (Sign District), Ordinance Number 181,340. The Project proposes various identification signs and one static wall sign that would be inset with the building façade and wrapping the corner Sunset Boulevard and Cole Place. More details are

provided further below. All signs located within the Sign District are consistent with the standards set forth in the Sign District, all other signs are consistent with LAMC Section 14.4.

Additionally, as stated in the Applicant's October 14, 2022, letter, the building will be the first all-electric office building (excluding commercial food uses for cooking purposes for the three ground floor restaurants) in the City of Los Angeles.

Ground Floor Plan

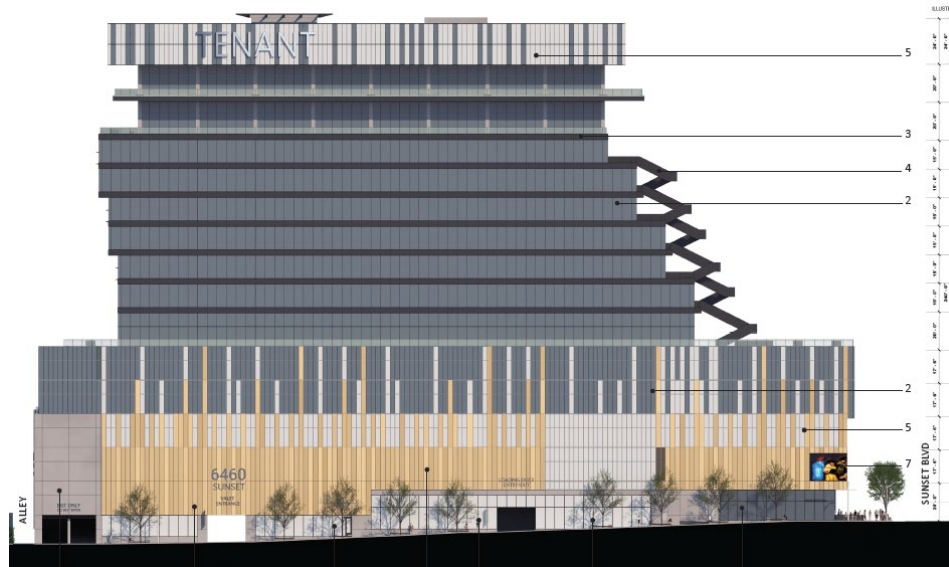


FAR, Height, and Setbacks

The Hollywood Community Plan designates the Project Site for Regional Center Commercial land uses corresponding to the C4-2D-SN, C4-2D, and C2-1XL Zones. With the exception of the Project's floor area, the Project is designed consistent with the underlying Zones. The D Limitation restricts the floor area of the Project Site to 2:1 FAR pursuant to Ordinance 165,661. Furthermore, the C2 Zoned lot (De Longpre lot) has the 1XL Height District that further limits the lot to two stories, 30-feet, and 1.5:1 FAR. The Project proposes a Height District change from 2D and 1XL to Height District 2 with a new D-Limitation to allow for a floor area ratio of 6:1 FAR across the Project Site. The Project is conditioned to allow the 6:1 FAR averaged across the entire site that includes lots on either side of the alley with height limits for each lot listed in the D-Limitation contingent on a covenant being provided to the City that guarantees the development is a unified development.

In the C4 Zones, the applicant proposes a 15-story, 275-foot-tall office tower with ground floor restaurant space, including three below grade, one at grade, and three above grade parking levels. The building will have a floor area of 6:1 and total floor area of 443,418 square feet. Approximately 1,800 square feet of ground floor outdoor eating areas adjacent to the ground floor restaurants fronting Sunset Boulevard are not considered "Floor Area" per the LAMC. No front, side, or rear yard setbacks are required in the C4 Zone. The Project proposes zero-yard setbacks. Ground floor planting includes the addition of street trees and on-site landscaping along Sunset Boulevard to buffer the restaurant uses. Under both the existing and proposed height districts, the C4-zoned lots are not limited to height or number of stories.

Office Tower Eastern Elevation – Cole Place



The LADWP equipment for the Project are proposed on the C2 Zoned lot along Cole Place and De Longpre Avenue, to the south of the alley bisecting the Project Site, referred to as the De Longpre Lot. As mentioned, this lot is limited to a height of 30 feet and 2 stories by the 1XL Height District. This structure will be a maximum of 18 feet tall and have a subterranean depth of 18 feet, and per LAMC 12.03 does not contribute toward the Project's overall floor area. This structure will have five surface vehicular parking spaces accessible from Cole Place. The C2 Zone requires no front, side, or rear yard setbacks and the Project proposes none. Street trees will be planted along Cole Place and a landscaped buffer along De Longpre Avenue to screen the surface parking is proposed.

De Longpre Lot – Electrical Equipment Housing



Parking and Access

The Project has been designed to be pedestrian-oriented with ground floor restaurant uses fronting the Sunset Boulevard and the office lobby accessed from Wilcox Avenue. Vehicular circulation is separated from prominent pedestrian circulation to minimize potential vehicle-pedestrian conflicts.

Ground Level Circulation

As shown on the Ground Level Circulation diagram below, a one-way driveway into the Project Site would be located along Cole Place with a corresponding exit driveway located on Wilcox Avenue. A drop-off and pick-up area located inside the parking garage would provide a waiting area for both patrons and tenants utilizing the valet service and is provided on-site. A second one-way driveway into the Project Site would be located further south on Wilcox Avenue for both patrons and tenants to enter the Site and park, with a corresponding exit driveway along Cole Place. 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 also includes a loading zone for loading and trash operations with a loading-only driveway located further north along Cole Place. A fourth driveway is proposed along Cole Place for the surface parking on the De Longpre Lot, on the De Longpre parcel south of the alley. An on-street passenger loading zone for rideshare services is proposed along the east curb of Wilcox Avenue adjacent to the Project Site at the Lobby.



The Project is required to provide 852 vehicular parking spaces and would provide 1,179 vehicle parking spaces, within three subterranean, on at-grade, a small mezzanine, and two above-grade levels, which would be fully enclosed and mechanically ventilated, and five vehicular space on the landscaped surface parking at the De Longpre Lot. The above-grade parking levels will utilize stacker parking for the parking stalls. The upper two above grade parking levels are designed to be fully-convertible to other uses in the future; each of these levels contain approximately 300 stalls. The Project would provide 534 standard parking spaces and 645 compact parking spaces. Additionally, the parking podium is fully screened with wood-like

terracotta/trespa panels and frosted glass along Sunset Boulevard, Wilcox Avenue, and Cole Place, and with panel formed concrete that includes an irrigated planter and trellis to allow for a green wall along the alley on the south facade. The screening materials for the above ground parking are designed to match and transition into those for the office space on levels 4 and 5, which as noted above are also designed to be convertible other uses in the future.

Screened Parking Podium



Vehicular Parking Table			
Use	Code Requirement	Required	Provided
Office	1 space per 500 sf**	862.06	
Restaurant	1 space per 500 sf**	24.77	
Bike Replacement	Up to 20% or 177 spaces	-35*	
TOTAL		852	1,179
* 35 vehicular parking spaces would be replaced with bicycle parking pursuant to LAMC 12.21 A.4			
** Code minimum for commercial uses within a State Enterprise Zone pursuant to LAMC 12.21 A.4(x)(3)			

The Project would provide a total of 141 bicycle parking spaces. 92 long-term bicycle spaces and 49 short-term bicycle spaces would be located on the first floor of the parking garage and can be accessed from Cole Place and Wilcox Avenue through the valet parking driveways. Showers, lockers, and a bicycle maintenance area would be provided in a safe and secured location on the ground floor in proximity to bicycle storage facilities to encourage bicycling among Project tenants, employees, and guests consistent with the City's Bicycle Parking Ordinance. As shown in the table above, the Project would replace 35 vehicular parking spaces with bicycle parking spaces at a one to four ratio pursuant to LAMC Section 12.21 A.4, which is included in the bicycle parking count.

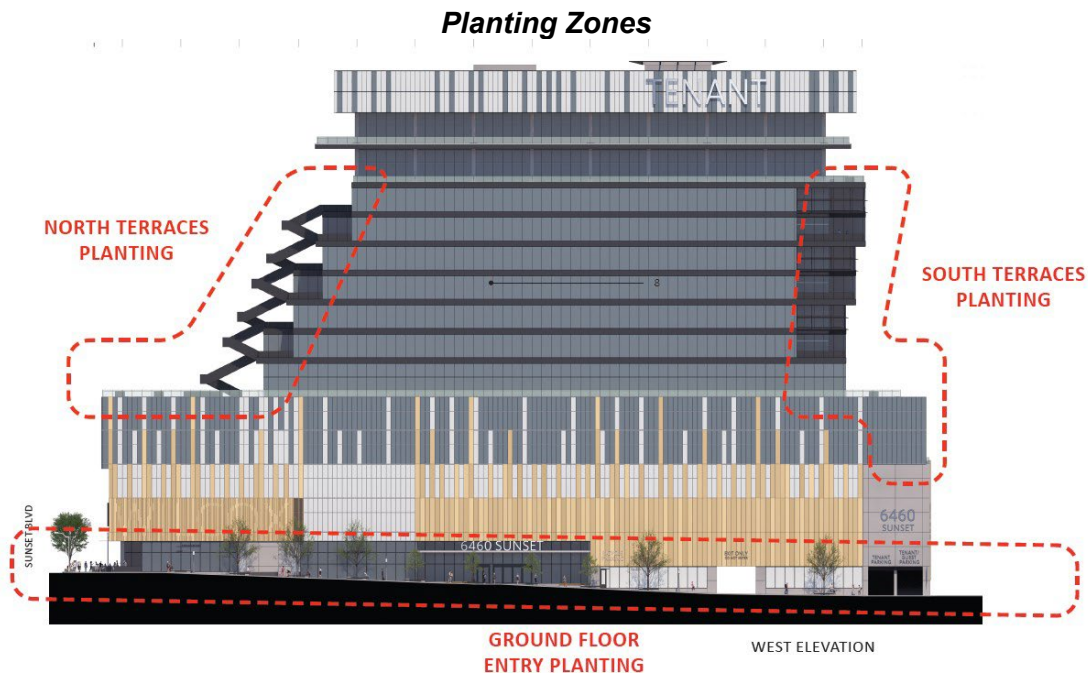
Bicycle Parking Table						
Use	Code Requirement				Provided	
	Long Term	Short Term	Long Term	Short Term	Long Term	Short Term
Office	1 per 5,000 sf	1 per 10,000 sf	86	43	92	49
Restaurant	1 per 2,000 sf	1 per 2,000 sf	6	6		
TOTAL			92	49	92	49

Open Space and Landscaping

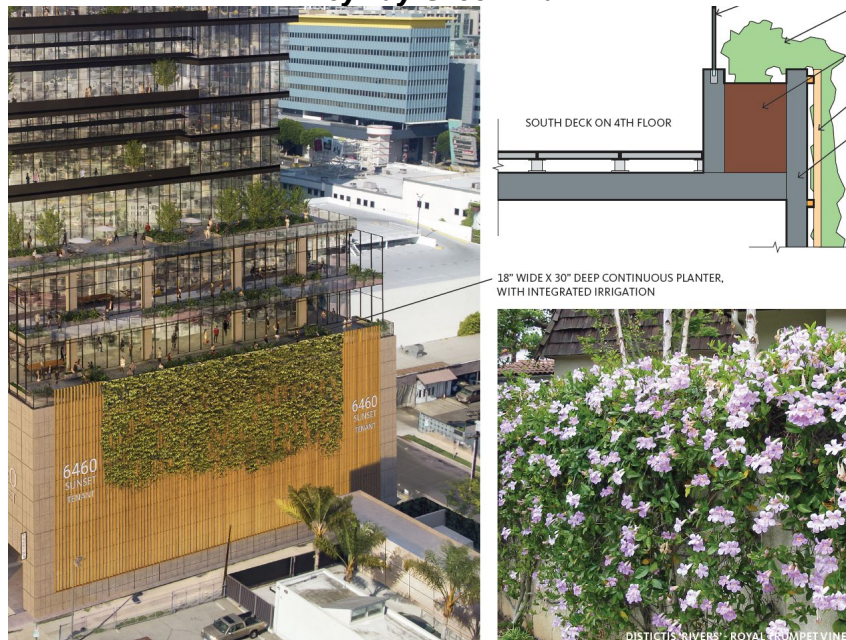
The LAMC does not require any open space for commercial uses. However, the Project would include several open space areas, including landscaped outdoor terraces on the various upper floors. The Project would provide 61,449 square feet of open space, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscaped. Although open space is not required for the Project because there are no residential uses proposed, 32,077 square feet of the provided open space would comply with LAMC's definition of private open space. The Project would enhance the streetscape around the Project Site by including outdoor dining areas along the Sunset Boulevard frontage, as well as making landscaping enhancements

along Sunset Boulevard, Wilcox Avenue, and Cole Place, with new streets and protected planters with public benches for pedestrians to rest in a shaded area.

There are four existing on-site non-protected trees and 12 existing non-protected street trees that would be removed as part of the Project. On-site trees are required to be replaced at a 1:1 ratio and street trees are required to be replaced at a 2:1 ratio; plus five trees are required for the surface parking on the De Longpre Lot. The Project is required to provide a total 30 trees. The project is providing 32 trees. Street trees will be replaced according to the Bureau of Street Services Urban Forestry Division's standards. The planting palette for the Project Site consists of a variety of native and drought tolerant species including for the green wall along the alleyway.



Alleyway Green Wall



Adjacent Land Uses

The Property is located within a busy commercial area in the Hollywood Regional Center. As described above, the Project vicinity is accessible by various transit options, including local and regional bus lines and the Metro B (Red) Line subway Hollywood/Vine and Hollywood/Highland Stations. Additionally, the Project Site is located within one mile of the Hollywood Freeway (US-101) and is also served by several major arterial streets including: Sunset Boulevard, Hollywood Boulevard, Santa Monica Boulevard, and Vine Street. The Project's commercial uses would be located along Sunset Boulevard and Wilcox Avenue, which would activate the ground floor and contribute to the neighborhood's commercial and pedestrian activity. The land uses within the Property's general vicinity are characterized by a mix of low- to high-intensity residential, commercial, and mid-rise office buildings, which vary widely in building height, style, and period of construction.

The Project is sited in an area of Hollywood that is developed with similar high-rise structures and uses. As shown in the figure below, the Project fits well within the context of the region. The figure only shows developed project and does not list pending projects including those located at: 1360 Vine Street, 1415 Cahuenga Boulevard, 1400 Cahuenga Boulevard, 6445 Sunset Boulevard, or 6400 Sunset Boulevard.

Related Projects

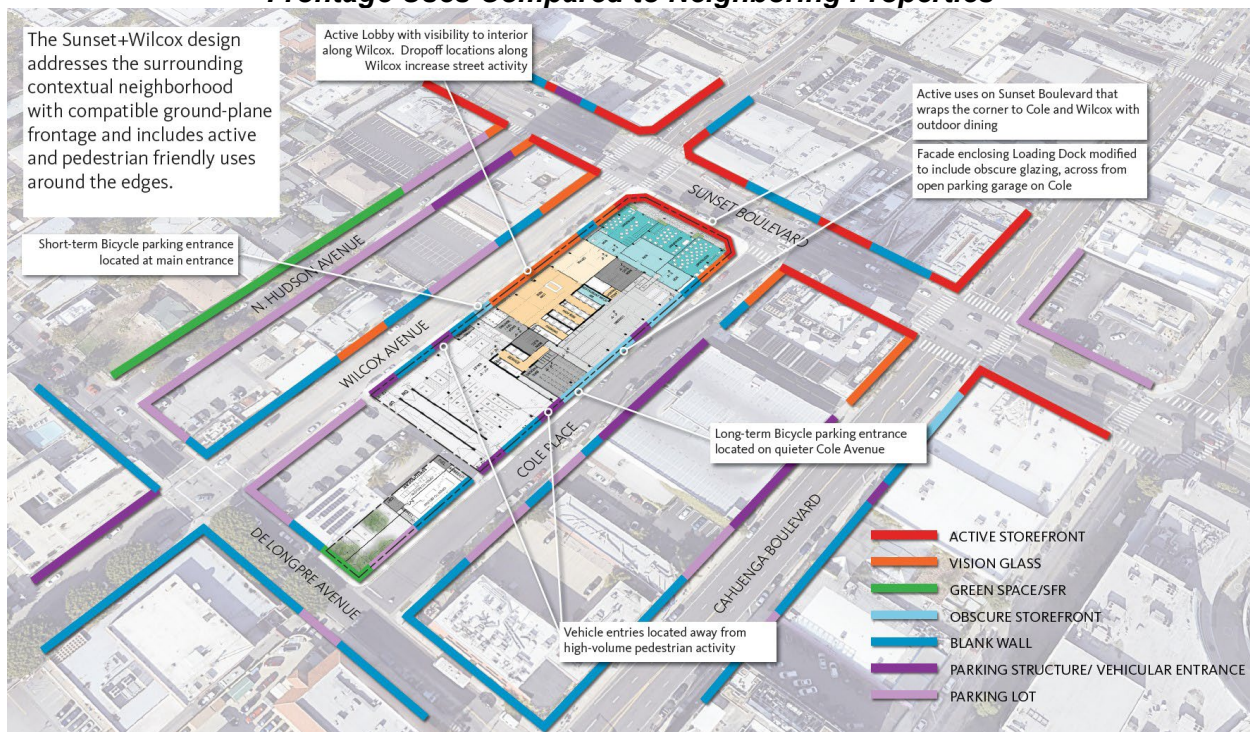


The Project Site is located in a highly urbanized area and surrounded by a mix of land uses that include multi-family residential, commercial, and public facilities uses, ranging from low-rise to high-rise buildings, which are physically separated from the Project Site by streets and an alley. To the north of the Project Site across Sunset Boulevard are two-story retail and office commercial uses. The structures directly west of the Property on the east side of Cole Place are the CNN Building, a 14-story office building; a five-story parking structure and; two-story office building. Properties to the south include the recently constructed the Rise Hollywood mixed-use

development, the Los Angeles Police Department Hollywood Station, and the Los Angeles Fire Department Station 27. Additionally, across De Longpre Avenue, are the one- to two-story Los Angeles Fire Department Fire Museum and Los Angeles Police Department Hollywood Station. To the west of the Project Site across Wilcox Avenue are one-, two-, three-, and 10-story commercial uses with surface parking.

The Project activates the ground floor along Sunset Boulevard wrapping around Cole Place and Wilcox Avenue mirroring the adjacent properties. The Sunset Boulevard frontage also includes open outdoor dining, landscaping enhancements, street trees, protected planters, and benches. Along Cole Place, the Project has an enclosed and screened loading area, parking garage entrances, and a small parking area. This frontage has added street trees, landscaping and public benches that compare favorably to the parking garage, blank walls and parking lots on the opposite side of the street. On Wilcox Avenue, the active facade is extended by the large entry and vision glass along this street, encouraging pedestrian activity by putting taxi and rideshare curb drop-off points at the office lobby. The openness of the western face along Wilcox Avenue, with additional street trees, protected planters, and public benches enhances the street when compared to the on-site existing condition as well as the parking garage, blank walls and fenced-in frontage of the buildings on the west side of Wilcox Avenue. At De Longpre Avenue and Cole Place, the Project includes a landscaped area that fronts the street, adding additional trees and planting to the street edge.

Frontage Uses Compared to Neighboring Properties



Project Design

The overall design would be a highlight the diverse aesthetic of commercial and residential towers in the Hollywood area while complimenting the area's skyline. The design focuses on the pedestrian experience along Sunset Boulevard with restaurant uses accessed from the street and incorporating clear glazing on the storefront window wall system. The remainder of the structure utilizes curtain wall system with high-performance glazing, metal panel finishes, frosted glass, a wood-like terracotta/trespa wall panels. The use of these materials visually

lighten the building as compared with the darker buildings surrounding the Project and would reduce the visual impact of the structure.

Sunset Wilcox Rendering as seen from the Southwest corner



The Project's contemporary architecture would be compatible with the modern architectural character of the surrounding buildings. The materials and architectural design provide for clean and rectilinear lines, floor to ceiling windows, uncluttered ornamentation, and angular shapes. The crown was originally to incorporate Mass Timber on the exterior of the building however, due to the Project Site location within Fire District 1, the choice of materials was changed to a frosted glass paneling.

The parking podium has paneling and wood-like terracotta/trespa materials to screen the parking. These materials are partially carried up into the fourth and fifth level office facades to transition into the materials of the building's upper floors and provide for a cohesive design. Based upon feedback from the Urban Design Studio and Professional Volunteer Program (PVP), the façade is designed to integrate into the building composition while allowing the ability to convert the above-grade parking to non-parking related uses in the future. From a design perspective, if the above grade parking levels are converted to other non-parking uses, the glass and paneling elements used in the office floors above the parking could be brought down and incorporated into the façade of the podium further unifying the building.

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis to condition a project. The design guidelines focus on three main

design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

Pedestrian-First Design

The Project would achieve Pedestrian-First Design goals by creating an active pedestrian experience as well as planting new street trees and landscaped parkways. The Project enliven the Sunset Boulevard sidewalk with active storefronts that wrap around to adjacent Cole Place and Wilcox Avenue, similar to properties directly east and west of the project. The Sunset Boulevard frontage would also include outdoor dining and landscaping enhancements in addition to street trees with protected planters and public benches for pedestrians to rest in a shaded area. The restaurant frontages would be stepped back from the sidewalk from the corner of Cole Place west towards Wilcox Avenue, providing an expansive pedestrian experience at the base of the building. The 20-foot-tall ground floor would contribute to the Project's visually vibrant and active urbanism and incorporate a clear glazing storefront window wall system. The Project would also prioritize and enhance the pedestrian experience around the building's perimeter through lighting and landscaping. The Project Site would be accessible for pedestrians through points of entry along Sunset Boulevard and Wilcox Avenue. The Project would provide exterior low-level lighting to both the office building and the LADWP equipment area, and along pathways that would serve to enhance the safety of pedestrians at night. The Project positively contributes to the pedestrian experience on Sunset Boulevard by responding to the street character and scale, and broader urban context, with a pedestrian-friendly design approach.

The Project would prioritize pedestrian access over vehicular access by having its pedestrian points of entry along and towards the more active Sunset Boulevard frontage. Vehicular entries would be set to the side streets of Wilcox Avenue and Cole Place, away from the pedestrian crossing points along Sunset Boulevard and Wilcox Avenue. The Project would have the minimum number of driveway entrances and exits needed to support the Project's uses and has a designed the drop-off and rideshare adjacent to the main lobby along Wilcox Avenue, also away from Sunset Boulevard. The loading area would be enclosed, screened with glazed or frosted glass, and conducted on-site along Cole Place to minimize the impact on the pedestrian experience.

The Project's ground level would maintain a high degree of transparency and maximizes visual connections to the street and the immediate surrounding urban context. The ground floor of the Project would be designed to be transparent glass, activating the streetscape with restaurant uses, including outdoor dining, as well as a coherent, uniform architectural design. The Project would also include planted areas and public benches along the sidewalks adjacent to the Project Site, further engaging with the streets and public space and maintaining human scale. This creates a sense of place and engagement with pedestrians and connects the Project with the street-level activity. The parking podium is wrapped in paneling and wood screens to actively contribute to the visual character of the immediate context. The podium facade is designed to integrate into the overall composition of the building. The podium is designed with a single, unifying system covering both office spaces and parking, which makes the ability to convert the above-grade parking in the future to non-parking related uses a relatively straightforward process from a design perspective. The parking podium and the remainder of the Project would have no blank walls where pedestrian activity is anticipated. Though no open space is required for the Project, the Project would provide landscaping and public benches

around the perimeter of the building to liven up the pedestrian space. The Project's utility rooms, electrical and transformer rooms, trash and loading areas would have no visual impact at the street level. Rooftop equipment including solar would be set back from the parapet and hidden behind attractive screening. The Project would place utility equipment underground or in a separate, screened building.

360-Degree Design

In order to facilitate a 360 Degree Design, the Project would be in a similar scale and mass of the adjacent buildings that are similarly zoned and designated. The Project would install LADWP equipment on the De Longpre Lot and would screen the machinery with a green wall-type screen as shown on Exhibit A. The Project has been designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. In particular, the Project would be moderated by a high degree of articulation, using both variations in building planes and façade setbacks, as well as a variety of materials, and would be designed to complement the surrounding neighborhood. The Project's massing would have three distinct parts: base, tower and crown, which breaks down the massing and allows it to be seen differently depending on the vantage point. Additionally, the mechanical equipment on the De Longpre Lot and on the rooftop would be screened and not visible by pedestrians.

The Project's design would incorporate transitions from the sidewalk to the ground floor uses and building entryways using landscaped areas, canopies, and appropriate setbacks. The Project's lighting would be integrated 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 has been designed in a contemporary architectural style that would be distinct, yet compatible with the general urban characteristics of the surrounding neighborhood. In particular, the Project is situated between the black glass CNN Building to the east and a lighter, dark rose-colored building with ribbon windows and a parking podium to the west. In terms of scale and massing, the proposed building would be a similar scale and mediates between the two.

The new street trees and landscape features, including planters with public benches, would be provided around the entire perimeter of the Project. The Project's trees would also provide shading throughout and would serve as shade for pedestrians using the Project's proposed public benches. As noted, the lighting would be integrated at the ground floor to enhance the pedestrian experience and to define the Project's architectural features. The Project is consistent in the approach to Sunset Boulevard, showing active storefronts that wrap around to adjacent Cole Place and Wilcox Avenue, similar to properties directly east and west of the Project. The Sunset Boulevard frontage also includes outdoor dining and landscaping enhancements in addition to street trees with protected planters and public benches. Moreover, the Project specifically locates the pedestrian access points away from the vehicular access points to limit the potential conflict between pedestrians and vehicles, protecting the Project Site users.

Climate-Adaptive Design

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, solar installation, water-wise landscape, and electric vehicle (EV) parking requirements. The Project would comply with LAMC and State requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the parking areas. The Project's office lobby would be recessed to provide shading to reduce daytime heat gain. The exit stairwells would be generously scaled and will be an attractive choice for vertical circulation, with wayfinding signage to encourage the use of

stairs. Throughout the Project, trees would be provided on the open terraces, as well as new street trees and planters to be provided along the adjacent street frontages. Plants would be selected to properly scale up over time. As shown on Exhibit A, the Project also includes roof top solar. The Project is designed to protect the health and well-being of users by reducing exposures to excessive sunlight and the building's massing. The Project's massing above the podium shifts to the south to create recessed areas, shading, and open areas on the north where the coverage is less critical. The solar-powered lighting would increase overall energy efficiency with additional shading strategies using canopies and cantilevered slabs. Stormwater would be collected on-site and reutilized for landscape irrigation. The Project would incorporate other stormwater "best management practices" and green infrastructure features.

Additionally, as stated in the Applicant's October 14, 2022, letter, the building will be the first all-electric office building (excluding commercial food uses for cooking purposes for the three ground floor restaurants) in the City of Los Angeles. The building will use all-electric appliances and end uses typically powered by natural gas such as heating, ventilation, and air conditioning (HVAC), and water heating. The all-electric office building would decrease natural gas usage and would increase building electrification which would result in a reduction in air quality and Green House Gas emissions.

Urban Design Studio – Professional Volunteer Program

After presenting the Project to the Department of City Planning's Urban Design Studio in February 2021 for review, the Project was submitted to the Professional Volunteer Program (PVP) for their critique on October 5, 2021. The PVP were impressed with the design of the Project and also offered comments and critiques. As a result of the PVP comments, the Applicant adjusted the Project design in various ways, which are described below.

Project Design Changes

Based on feedback from the PVP and the Urban Design Studio, the Applicant made refinements to the project plans. However, many of the recommendations regard changes that would significantly alter the function and feasibility of the Project, namely the elimination of a floor of parking and opening the above ground parking podium to natural ventilation. Therefore, given the type and scale of PVP's recommendations, no major design changes were considered by the Applicant. However, several PVP suggestions were indeed incorporated into the design elements of the Project, as follows.

Glazing has been extended to the exterior of the loading dock area on Cole Place as a translucent enclosure to increase visible activity along the street and make the street-level experience more welcome. Protected ground-level planters and public seating at street trees have been added. Additionally, seat-level planters have been added to bracket the entrance lobby on Wilcox Avenue. On Wilcox Avenue, the active facade has been extended by placing large entry and vision glass along the street and encouraging pedestrian activity by putting taxi and rideshare curb drop-off points at the lobby entrance. Parking has been reduced by 112 stalls, from 1,291 stalls to 1,179 stalls and the above-ground parking levels are fully convertible to other use types. Furthermore, the façade of the podium is designed to be easily replaced with frosted glass and curtain wall high performance glazing to match the office uses of the floors above, if converted to other uses in the future. The south façade includes deep balconies that overhang the floors below cantilevering to increase shading effect. The design has also been modified to include horizontal louvers at these same locations to provide additional shade for the glass and balcony occupants. Finally, the upper floors are no longer 100-percent mass timber. Mass Timber in the Project is now limited to the roof structure of the top floor as allowed in Type 1A Construction, which is allowed in Fire District 1, and there is no exposed wood material on the exterior.

Shown below are the Applicant responses to PVP comments detailing how the Project was changed and enhanced.

Pedestrian-First Design

- Sunset is the only frontage that includes uses which would result in pedestrian activation/interaction. The translucent elements present along Sunset Blvd should be wrapped along Cole (or other means of admitting daylight or natural ventilation) and elements should be included to activate the corner of Sunset and Cole.

Response: The restaurants along Sunset Boulevard have transparent glazing that wraps the corner to Cole Place and Wilcox Avenue in amounts that are comparable to neighboring buildings. The project has active uses and a large public lobby that extends that experience well down the length of Wilcox Avenue. Additionally, as suggested, we have extended the glazing to the exterior of the loading dock area as a translucent enclosure. This will increase visible activity along the street and make the experience more welcome. In all locations that are viable, we have added protected ground-level planters and public seating at street trees. Additionally, the entrance lobby is bracketed by seat-level planters.

- While approach from the sidewalk on Sunset and lobby fronting on Wilcox seems welcoming, the entry sequence from parking or valet to restaurant or office spaces could use more treatment and improved access. Can the rideshare drop off area be moved into the Valet drop off area interiorly?

Response: Valet patrons will enter the main lobby and then pass outside to the sidewalk to access the restaurants. We believe that encouraging pedestrians to walk on the public sidewalk has a positive effect on the overall pedestrian experience. The project anticipates a significant number of valet guests and requires the space currently designed to accommodate that use. Additionally, taxi and rideshare operators are generally disinclined to enter a valet space where they may be delayed as cars are waiting for service. Lastly, in an effort to increase public activity on the public sidewalks, we believe that the additional activity provided by the rideshare and taxi service along Wilcox Avenue will have a positive impact on the pedestrian experience.

- Eastern frontage along Cole – This frontage is lacking any meaningful streetscape elements besides street trees. Consider providing an inclusion of a parkway, street level plantings beyond the street trees? Cole Place is the only adjacent street with a Local designation but currently it is being treated more as a service alley instead of a space for people, which makes for an uncomfortable pedestrian realm. Would there be any opportunity to improve Cole as more of a *woonerf* (living street), plaza space or shared street or at least add greenery, benches or other pedestrian amenities here?

Response: The project now includes two additional street trees with protected planting and integrated seating along Cole Place and Wilcox Avenue. Cole Place is an active street that serves the other adjacent property owners, including their loading dock, parking garage and parking lot entries. The project proposes to include additional street trees with protected planting and integrated seating along the street. The project, like those already in place along Cole Place, relies on the vehicular accommodation of Cole Place, as well as the pedestrian sidewalk in proportion that is consistent with its current configuration. A more intensive woonerf configuration would be a significant challenge for the parking and loading dock access of the current and proposed uses and would not

be appropriate for this portion of Cole Place due to the existing nearby uses. Nonetheless, as mentioned, the project would enhance the Cole Place pedestrian experience as compared to the existing conditions with the provision of street trees with protected planting and integrated seating along the street.

- Having a single, direct entrance from the sidewalk to the long-term bike parking is a good feature, although its location on Cole--together with the lack of attention to the quality of pedestrian experience here--treats bicycle riders as second-class commuters.

Response: The long-term bicycle locker area has an entry that is located near, but safely separated from the vehicular entry on Cole Place. Long-term bike storage is allowed to be located in below-grade areas and is often accessed through elevators. This facility is easily accessible to bike commuters and provides a safe, secure and ground level entry. Additionally, this will increase the activity on Cole Place as desired in other commentary received.

- Where do the stairwells that can be seen behind the restaurants lead?

Response: The stairwells behind the restaurants are accommodating the exit stairs that are required for the large assembly space on the 6th floor commons.

- Loading area – This is a very large area. Provide a justification/need for such a large area. Screen the loading area with translucent elements/glazing to improve the pedestrian experience along Cole. Will trucks be forced to back out of or into the area thereby blocking Cole?

Response: The project is significantly large, with over 400,000 sf of office space plus accommodation for 3 restaurant spaces. The restaurant uses will have frequent loading and will have significant trash, recycling and composting requirements that must be accommodated in this area. Additionally, the target office clientele are known to have significant loading and delivery requirements, as well as security screening issues. To prevent trucks from backing out onto Cole Place, the loading dock size accommodates the requisite truck maneuvering as well. The loading area as designed accommodates all the requirements for all target tenants and is not oversized for those needs. The project now includes translucent enclosure elements along Cole Place to improve the pedestrian experience along Cole. Trucks will not be forced to back out onto Cole Place. All truck maneuvering is accommodated within the loading dock envelope, which contributes to the overall size of the loading dock area.

- In an effort to increase the pedestrian orientation along Sunset and Cole, consider relocating the loading area to the southern portion of the site and combine the valet and loading areas. If the loading and valet areas are merged, consider expanding the lobby to bridge Wilcox and Cole.

Response: Combining loading activity, including garbage pickup, with valet activity is not considered a safe condition and is not desirable from a guest experience point of view. Large trucks that must back up can be dangerous and are usually confined to restricted areas of the project where the general public cannot wander into dangerous conditions.

- DWP Station – Can the structures be oriented along the western property line with the parking located more linearly along Cole?

Response: While other configurations of the LADWP equipment area could be achieved, alternate proportions and layouts are inefficient and would not allow for the vehicular parking provided on-site.

- Is the alley being improved as part of the Project? Can the alley be turned into or improved with pedestrian access: specialized paving, lighting elements, or a Livable Street? At its current width of 10 feet, it may essentially become a cut through for pedestrians. Was there an analysis done of the potential to use the alley to access the parking? LADOT's recently revised driveway design guidelines prohibit taking access from streets with Boulevard or Avenue I or II (Wilcox) designation unless there is no other feasible alternative.

Response: The project does not contemplate offsite improvements in this area since it is not owned or controlled by this property owner. The property owner does not own or control all sides of the alley and does not have the ability to make alterations to the configuration without the adjacent property owners' participation. The adjacent property owners currently use and depend on the alley for pedestrian and parking access. The project considered using the alley for parking access, but the 10' width is not adequate to handle the vehicular movements of the cars required to park in the project. Alleys are intended for vehicular access and do not provide sidewalks for pedestrian access. It is generally not recommended to combine vehicular and pedestrian traffic in the same space if at all avoidable. Also, as noted above, the property owner does not control the entirety of the alley and shares frontage with several other properties.

360-Degree Design

- What is the Project's relationship with the surrounding area, not just along Sunset but along De Longpre, Wilcox, Cole? The Project does not appear to relate to the structures or uses on the side streets with their two-story structures.

Response: The project is consistent in the approach to Sunset Boulevard, showing active storefronts that wrap around to adjacent Cole Place and Wilcox Avenue – similar to properties directly east and west of the project. The Sunset Boulevard frontage also includes open outdoor dining and landscaping enhancements in addition to street trees with protected planters and benches. Along Cole Place, the project has a loading dock (now enclosed with obscure glass), parking garage entrances, and parking lot. The Cole Place frontage has added street trees, landscaping and public benches that compare favorably to the parking garage, blank walls and parking lots on the opposite side of the street. On Wilcox Avenue, we have extended the active facade by placing the large entry and vision glass along this street and encouraging pedestrian activity by putting taxi and rideshare curb drop-off points along the way. The openness of the western face along Wilcox Avenue, with additional street trees with protected planters and public benches, compares favorably to the parking garage, blank walls and fenced-in frontage of the buildings on the west side of Wilcox Avenue. Lastly, De Longpre Avenue and Cole Place would include a landscaped area that fronts the street, adding additional trees and planting to the street edge.

- What is the 360 narrative that Project is striving for from a pedestrian experience as well as from a community/neighborhood perspective?

Response: The project would enhance the streetscape adjacent to the project site by implementing a design that would enhance the pedestrian experience and make the block brighter and safer. Currently, most of the Sunset Boulevard frontage is inactive – customers enter the existing retail building from Wilcox Avenue, primarily from the parking lot to the south. The ground floor of the proposed office building would be designed to be transparent glass, activating the streetscape with active restaurant uses, as well as a coherent, uniform architectural design. The project would also include planted areas along the sidewalks adjacent to the project site, further activating the streetscape and improving the pedestrian environment. In addition, the project would include low-level exterior lights adjacent to both the office building and the LADWP equipment area and along pathways that would serve to enhance the safety of pedestrians at night. The project site is located in between two office buildings and within a vibrant commercial area of Hollywood, surrounded primarily by buildings with a mix of low- to high-intensity residential, commercial, and mid-rise office buildings, which vary widely in building style and period of construction. The project has been designed in a contemporary architectural style that would be compatible with the general urban characteristics of the surrounding neighborhood. In particular, the project would be moderated by a high degree of articulation, using both variations in building planes and façade setbacks, as well as a variety of materials, and would be designed to complement the surrounding neighborhood.

- With no paseo, alley improvements or other pleasant circulation path for pedestrians through the block, design elements should be incorporated as part of the street edge along Cole.

Response: Along Cole Place, the project has a loading dock (now enclosed with obscure glass), parking garage entrances, and parking lot. The Cole Place frontage has added street trees, landscaping and benches. Moreover, the corner of De Longpre Avenue and Cole Place would include a landscaped area that fronts the street, adding additional trees and planting to the street edge.

- As proposed the south façade would be landscaped with vines but it is not clear how the vines will be irrigated and/or maintained which would result in a large blank wall. The landscape façade treatment needs to be present during the life of the project. A green wall would be a better façade treatment; or a more permanent architectural treatment, as landscaping is not guaranteed for survival and should be used to augment existing design, not in place of building design.

Response: The project includes an attractive, permanent trellis design utilizing warm-colored solid material (terracotta or trespá) along the south façade. Due to the south facing aspect of the wall, a green wall would not be suitable as a treatment for the exposed façade. Green walls are typically constructed of a network of shallow soil pockets with an integrated irrigation system. These systems utilize lightweight soil that does not typically retain water due to structural concerns. A south facing green wall will be subject to extreme solar heat which dries out such shallow soil quickly and frequently causes root burn, preventing plant materials from establishing or surviving. Plants with a southern exposure survive best when there is deep soil and the soil and rootzones are able to hold water and are protected from overheating. A deep-soil planter system will be installed at the edge of the outdoor deck with a permanent, automatic, drip-irrigation and

requisite drainage system. The size and location of the planters will allow the trailing vine roots to develop an extensive network for nutrient transfer, water retention, and heat protection. By maintaining a 2-3" mulch layer, evapotranspiration will be kept to a minimum to assist with overall moisture retention as well.

- The Project is over parked by 421 spaces and the Hollywood and Vine Metro B Line Station is five blocks northeast of the site.

Response: While the project provides more parking than the Code-required minimum, the project is generally under-parked from a building feasibility perspective for target office tenants. Potential tenants in the technology and entertainment industries typically require parking supply to be over 3 cars/1000 sf, and often request 5 cars/1000 sf, even where mass transit is close by. However, the project is specifically designed to accommodate this eventuality by allowing the future conversion of both above-grade parking levels to non-parking related uses. Moreover, the inclusion of stacker parking allows for a more efficient parking design and reduces the number of parking levels otherwise required. Parking has been reduced by 112 stalls, from 1,291 stalls to 1,179 stalls. Therefore, the Project is "over parked" by 292 stalls as compared to the 887 stalls required pursuant the LAMC (prior to any bicycle parking replacements).

- Clarify if the podium parking is naturally ventilated or fully enclosed and mechanically ventilated. Mechanically ventilating all of those parking levels also conflicts with sustainability goals. If enclosed illustrate where the vents will be located.

Response: The garage is fully enclosed and mechanically ventilated. The above-grade levels have been designed to allow for future conversion to non-parking related uses. The City encourages that all parking above grade be hidden from the public view and designed to be integrated into the overall building aesthetic. This is the goal of the design of the podium where the two office floors utilize the same materiality and facade detailing as the parking garage enclosure. While this approach is incompatible with a naturally ventilated garage, it achieves the City's aesthetic goals. The design team would prefer to naturally ventilate the garage and firmly believe in the sustainability benefits that it would provide. However, we have been directed by the City to fully screen any view of parking in the project, consistent with the City Planning Commission's Updated Advisory Notice Relative to Above-Grade Parking (May 2022). Moreover, if all the Project's parking is provided above-grade, this would result in additional environmental benefits and reduce the Project's potential environmental impacts. For example, if all the Project's parking is provided above-grade, this would result in a reduction in the amount of soil export estimated for the Project from 93,000 CY to 7,734 CY (a reduction of 85,266 CY, approximately 90 percent) and result in an associated reduction in the overall construction activities and duration in comparison to the Project's current parking design due to the reduction in excavation activities. The City is studying an Alternative to the project in the EIR that would eliminate the subterranean parking proposed by the project and would reduce several of the construction-related environmental impacts. Garage vents are now included and identified in the new visuals.

- The parking façade treatment results in a bulky mass that draws the eye to the podium. The design of the podium should be opened up to relieve some of the façade elements. Provide a close up rendering of the parking that illustrates what the podium will look like

from a pedestrian perspective along Sunset as well as the side streets. Can parked vehicles be seen from the pedestrian perspective?

Response: The design of the façade is varied with multiple materials that are compatible with the rest of the project. The vision glass, frosted glass and warm-colored solid panels are organized in a rhythmic pattern than provides interest while drawing attention to key elements like the entrance lobby and significant corner presence. The podium facade is thoughtfully designed to integrate into the overall composition and considers this to be one of the project's assets. The podium is designed with a single, unifying system covering both office spaces and parking. This makes the ability to convert the above-grade parking in the future to non-parking related uses a fairly straightforward process. Additionally, as discussed above, the podium cannot easily be opened up and still achieve the required parking screening, large floorplates and efficient parking floors that the project now enjoys. Parked vehicles cannot be seen from the pedestrian perspective.

- Consider removing one floor of parking. The stacked parking in the above ground garages especially in the driveways seems out of place and may not work from a clearance standpoint, consider removing these stacked parking areas as a way to lower the amount of parking. It is unclear how the stacked parking functions especially the spaces shown in the drive aisles.

Response: The project cannot feasibly remove parking floors and accommodate the needs of commercial office tenants, as noted above. The project has been designed with enough height to accommodate stackers throughout. Stackers are an incredibly efficient, cost-effective way to densify parking and reduce the overall bulk of buildings. Parking garages are typically 10' floor to floor, which makes them difficult to convert to non-parking related uses in the future when the need for automobile parking may be reduced. The 17'-6" shown in the design can in the future be converted to high-quality non-parking related space, like the two floors immediately above. With stackers, we save 2'-6" in height from a typical parking configuration and provide greater parking efficiency for the same volume of building. Stackers have been removed from locations over drive aisles.

- Proposal of large, operable doors at decks to provide natural cross-ventilation sound like a terrific amenity but unclear how requirements for circulation spaces to be pressurized (high-rise construction) would be met.

Response: The only pressurization requirements in a high-rise construction are for fire stairs. These outdoor spaces and their large operable doors are not tied to the fire exit stair configuration.

- The external, exposed stairways at north side of office block add interest but it is unclear how they fit into the building's circulation system. The exterior stairs seem to be an appendage that will be value engineered. This could be alleviated by providing stairs from the 6th floor to the penthouse, rather than be broken up and skip connecting certain floors.

Response: All exterior stairs are independent of the required occupant exiting circulation system. The exterior stairs along the north side of the terraces from the 6th floor to the

13th floor are shown as a design element to accommodate tenant interaction and increase functionality.

Climate-Adaptive Design

- With the amount of glass featured, what is the window to wall ratio? Is the amount of glass achievable and still obtain the energy rating with all of the sun exposure particularly along Wilcox? Has the window to wall ratio been analyzed in the building's energy model? The large expanses of clear vision glass will be difficult to overcome in achieving LEED gold rating.

The design is 80% vision glass compared to the overall exterior wall surface. The project's highly efficient mechanical system allows the project to provide a greater amount of vision glass than might be allowed in other projects. The team has performed an initial energy model with the 80% vision glass and the project meets the requirements for this element of the LEED Gold rating. The large amounts of vision glass will help significantly with reducing lighting costs and enhancing the tenant working environment—key for other healthy building metrics.

- Can the glass façades be broken up by continuing the wooden louvres up from the podium screening to the penthouse in some manner?

The design of the project recognizes and celebrates the differences in the larger office floorplates below the 6th floor and the ones that rise above the campus commons. To enhance this reading, we have intentionally included a different façade reading for the two components.

- Maybe there's an opportunity to add brise-soleil elements or other devices to shade the curtain walls, as at west façade where they might also serve to integrate the architectural expression of the building's base with that of the penthouse element.

The south façade includes deep balconies that overhang the floors below. Additionally, each successive balcony cantilevers further than the one below, increasing the shading effect. Lastly, the design has been modified to include horizontal louvers at these same locations to provide additional shade for the glass and balcony occupants.

- Mass timber – can be very expensive including the maintenance and upkeep. Are the upper floors 100% mass timber or are there interior concrete columns? Is the use of mass timber in the Project impacted by site being designated as being in Fire District 1?

The upper floors are not 100% mass timber. Mass Timber in the project is now limited to the roof structure of the top floor as allowed in Type 1A Construction, which is allowed in Fire District 1. There is no exposed wood material on the exterior.

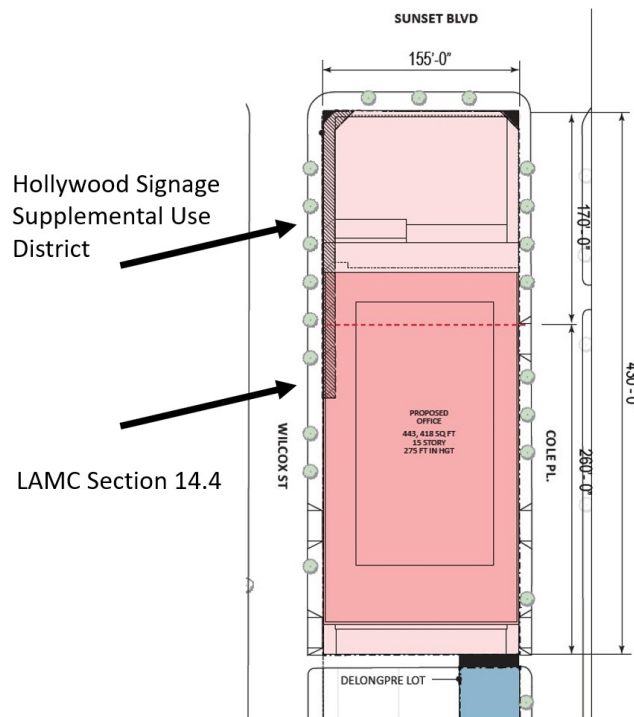
Signage Program

The Project is partially located within the Hollywood Signage Supplemental Use District (Sign District) pursuant to Ordinance Number 181,340. As a result, Project signage that is located within the Sign District area is subject to the regulations therein – this area includes those lots that front Sunset Boulevard only. Signage for the Project located outside of the Sign District is

subject to LAMC Section 14.4. The Sign District permits two times the frontage for allowed sign types while LAMC Section 14.4 permits four times the frontage. The signage area in square feet allowed is shown on the table below.

The Project proposes a variety of sign types for the 15-story office tower including: four identification wall signs along the Sunset Boulevard frontage; two identification blade signs, one identification canopy sign, one identification high rise sign, and six identification wall signs along the Wilcox Avenue frontage; two identification blade signs, one identification high rise sign, and seven identification wall signs along the Cole Place frontage; and two wall signs along the Alley.

Location of Hollywood Signage Supplemental Use District



Maximum Permitted Sign Areas			
Sign District	Street Frontage	Sign Area Allowed	Sign Area Allocation
Sunset Blvd	155 ft	2 ft for each linear ft	310 sf
Wilcox Ave	170 ft	2 ft for each linear ft	340 sf
Cole Pl	170 ft	2 ft for each linear ft	340 sf
LAMC	Street Frontage	Sign Area Allowed	Sign Area Allocation
Alley	155 ft	4 ft for each linear ft	620 sf
Wilcox Ave	260 ft	4 ft for each linear ft	1040 sf
Cole Pl	260 ft	4 ft for each linear ft	1040 sf

The Project includes multiple identification signs that are façade mounted with internal illumination. Additionally, there are two projecting blade signs. The illumination and location of the signs are designed to meet all of the requirements of the Sign District. Pursuant to the Sign District, a Project Permit Compliance review is required for wall signs larger than 75 square feet in area and is therefore required for the Project. All identification signs are on-site signs; however, off-site signage is permitted within the Sign District pursuant to Section 5.D of the Ordinance, except that no off-site advertising is permitted on Architectural Ledge Signs, Awning

Signs, Monument Signs, Pedestrian Signs, or Wall Signs. There are no Digital Displays or off-site signage proposed by the Project.

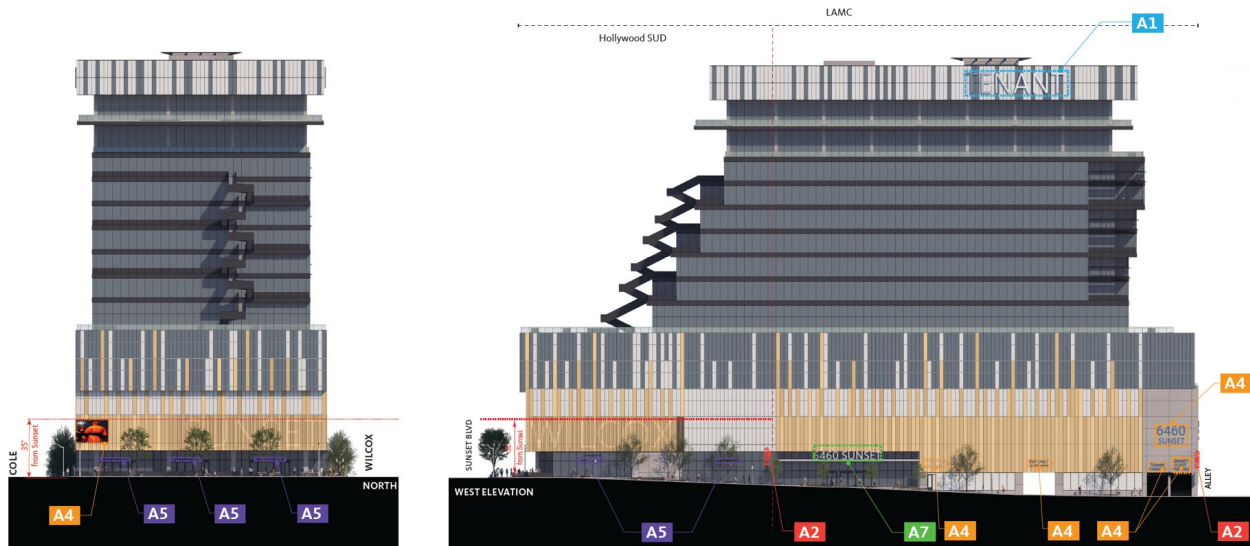
Outside of the Sign District all signs are designed to meet the requirements pursuant to LAMC Section 14.4. There are Wall Signs, Canopy Signs, High Rise Signs, and Blade Signs located in areas solely under the jurisdiction of the LAMC. There are no signs proposed for the De Longpre lot where the DWP equipment is housed. The proposed signs are listed in the following table.

Signage Program Matrix			
Street Frontage	Sign Description	Quantity and Dimensions	Area Totals
Sunset Boulevard • 310 sf allowed in Sign District	Tenant ID – Wall Sign <i>Located within the Sign District</i>	3 signs 10'x8.75"	22 sf
	Wall Sign <i>Located within the Sign District</i>	1 sign 20'x14'-5"	288 sf
310 sf allowed			310 sf proposed within Sign District
Wilcox Avenue • 340 sf allowed in Sign District • 1,040 sf allowed by LAMC	Projecting Sign – Blade ID <i>Located within the Sign District</i>	1 sign 3'x9'	54 sf ¹ area for blade signs include both sides
	Tenant ID – Wall Sign <i>Located within the Sign District</i>	2 signs 20'x18'	60 sf
			60 sf proposed within Sign District
	Projecting Sign – Blade ID	1 sign 3'x9'	54 sf area for blade signs include both sides
	Parking ID – Wall Sign	3 signs 12'x8'	288 sf
	Wall Sign	1 sign 20'x15'	300 sf
	Building ID – Canopy Sign	1 sign 24'x8'	192 sf
	Building Top ID – High Rise Wall Sign	1 sign 60'x16'-6"	1,000 sf ²
			834 sf proposed within LAMC
1,380 sf allowed			894 total sf proposed
Cole Place • 340 sf allowed in Sign District • 1,040 sf allowed per LAMC	Building ID – Wall Sign <i>Located within the Sign District</i>	1 sign 20'x15'	300 sf
	Tenant ID – Wall Sign <i>Located within the Sign District</i>	1 sign 20'x18"	30 sf
			330 sf proposed within Sign District
	Projecting Sign – Blade ID	2 signs 3'x9'	108 sf area for blade signs include both sides
	Parking ID – Wall Sign	4 signs 12'x8'	384 sf
	Wall Sign	1 sign 20'x15'	300 sf
	Building Top ID – High Rise Wall Sign	1 sign 60'x16'-6"	1,000 sf ²
			792 sf proposed within LAMC
1,380 sf allowed			1122 total sf proposed
Alley • 620 sf allowed per LAMC	Wall Sign	2 signs 15'x20'	600 sf
620 sf allowed			600 sf proposed
¹ Projecting Signs - Blade signs are not counted toward the maximum sign area per Sign District Section 5.E			
² High rise signs are not counted toward the maximum sign area per LAMC Section 14.4.10 E			

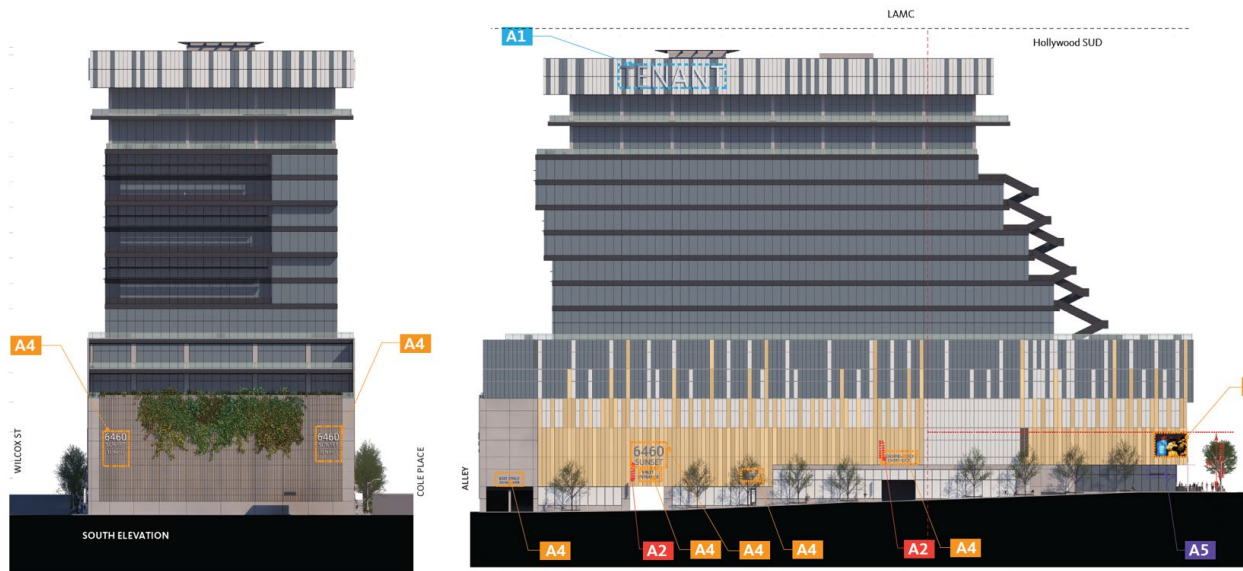
Proposed Sign Locations



Proposed Signage along Sunset Boulevard and Wilcox Avenue



Proposed Signs along Cole Place and the Alleyway



Proposed Inset Wall Signs at the corner of Sunset Boulevard and Cole Place



Sustainability

The Project is designed to incorporate environmentally sustainable building features equivalent to a Gold certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Rating System for new construction (see EIR Project Design Feature GHG-PDF-1), and environmentally sustainable building features such as rooftop solar, and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. 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 Project would incorporate sustainability features for alternative, low carbon modes of transportation, such as a protected bicycle storage facility and electric vehicle charging infrastructure. The Project would also incorporate water conservation features through low-water use plant selections and ultra-low indoor water fixtures (see EIR Project Design

Feature WAT-PDF-1). Additionally, the Project would include exterior and interior lighting that would meet the requirements of the California Energy Commission Building Energy Efficiency Standards – Title 24, version 2016 and the National Electrical Code.

ENTITLEMENT ANALYSIS

The Project includes a request for a Zone and Height District change, a Main Conditional Use Permit, a Site Plan Review, and a Project Permit Compliance review.

Zone and Height District Change

The request for a change in Height District would enable the Project to increase the floor area. The current Height Districts for the Project Site are C4-2D-SN, C2-2D, and C2-1XL. Height District 2 allows a 6:1 FAR in the Project Site's C4-zoned portions with no height or story limit, however, the D Limitation restricts FAR to 2:1, established by Ordinance 165,661. The D Limitation does not impose any height limits on the Project Site. Height District Number 1XL allows a 1.5:1 FAR in the Project Site's C2-zoned portions with a 30-foot and two-story height limit.

The Project Applicant is requesting approval of a Height District Change to modify the Development Limitation and the Height District 1XL to allow for a Height District 2 across the entire Site. This would allow a maximum floor area ratio (FAR) of 6:1 in lieu of the otherwise permitted 2:1 and 1.5:1 FAR.

Main Conditional Use Permit

The Applicant has requested a Main Conditional Use Permit for the sale or dispensing of a full line of alcoholic beverages for on-site and off-site consumption for three restaurants with outdoor eating areas. Proposed Conditional Use Conditions include requirements for each restaurant use be subject to a Plan Approval process so each venue can be reviewed in greater detail and to tailor site-specific conditions of approval for each premises.

Site Plan Review

The Project is subject to Site Plan Review approval as it is a development project which results in an increase in over 50,000 square feet or more of non-residential floor area. Proposed Site Plan Review Conditions of Approval include requirements for conformance with the submitted plans, and standards for the design of above-ground parking areas for potential conversion to other uses, consistent with the City Planning Commission's Above Ground Parking Advisory.

Project Permit Compliance

The Project is partially located within the Hollywood Signage Supplemental Use District (Sign District) pursuant to Ordinance Number 181,340. As a result, Project signage that is within the Sign District area is subject to the regulations therein – this area includes those lots that front Sunset Boulevard only. Signage for the Project located outside of the Sign District is subject to LAMC Section 14.4. The Applicant has proposed 26 signs in total with seven of the signs located in the Sign District. The illumination and location of the signs are designed to meet all the requirements of the Sign District. Pursuant to the Sign District, a Project Permit Compliance review is required for Wall Signs larger than 75 square feet in area.

Environmental Impact Report

The City of Los Angeles released the Final EIR (SCH No. 2020120005) dated August 26, 2022, detailing the relevant environmental impacts resulting from the Project. The Certified EIR also includes the Draft EIR for the Sunset Wilcox Project published on June 16, 2022.

The EIR identified the following significant and unavoidable impacts: Noise (On-Site and Off-Site Construction Noise, On-Site Construction Vibration – Building Damage, On-Site Construction Vibration – Human Annoyance).

The EIR was certified by the Deputy Advisory Agency (DAA) on September 9, 2022, in conjunction with the approval of Case No. VTT-83088. The Deputy Advisory Agency's approval of the Vesting Tentative Tract Map was appealed. The Vesting Tentative Tract map, along with the associated certification of the EIR, are therefore also before the City Planning Commission for its concurrent consideration under Case No. VTT-83088-1A.

PUBLIC TESTIMONY:

A joint public hearing was held virtually and telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on September 7, 2022 for the proposed Project entitlements and subdivision, and was attended by approximately 41 individuals. At the public hearing, testimony was provided by the Project team; seven people spoke, of which five were in favor of the Project, while the two other speakers expressed concerns over the Project. Testimony was provided by residents and business owners of the area, the LA and Orange County Building Trades, and a frequent visitor to the area.

In general, oral support for the Project centered on the project's benefits in terms of new business opportunities, new job growth, improvement to the aesthetic of Sunset Boulevard, ample supply of parking for the site, on-site office amenities and open space, investment in the community, and the improvement and activation of Sunset Boulevard and other Project frontages.

Opposition to the project centered on concerns regarding the size and scale of the project in relation to the neighboring buildings and the residential units to the west, the requested 6:1 floor area ratio should not be granted to an office project, traffic impacts along De Longpre Avenue, the future conversion of parking to other uses and how that would increase the floor area ratio beyond the requested 6:1 FAR, the over saturation of alcohol permits in the area, the potential glare from the glazed windows, and the lack of community benefits.

In response, the Applicant noted that any future conversion of parking to other uses would require additional discretion review and action by the City, that the Project's Transportation Assessment did not exceed any thresholds relative to cut through traffic and was reviewed by LADOT, and that the scale of the Project is compatible with that of the surrounding area.

ISSUES

There have been no public comments received that raise any issues on the Project's Environmental Impact Report. In total, four letters of support and two letters of opposition were received regarding the Project and are detailed in Public Hearing and Communication Section of this report.

CONCLUSION

Based on the information submitted, and the testimony received at the public hearing, the Department of City Planning is recommending that the City Planning Commission approve the Project as proposed. The proposed use is allowable under the current zone and the land use designation and helps achieve the objectives of the Hollywood Community Plan. Specifically, the Project helps achieve the objective to further the development of Hollywood as a major center of population, employment, retail service and entertainment by adding new creative office and restaurant space. The Project would create a more walkable and vibrant neighborhood by supplying additional restaurant space with outdoor dining, improving the sidewalks and public rights-of-way, consistent with the Framework Element and Hollywood Community Plan. The Project helps achieve the Community Plan's objective to promote economic well-being and public convenience through allocating and distributing commercial lands for retail service in quantities and patterns based on accepted planning principles and standards by replacing older structures with new development featuring ground floor restaurant space, thus revitalizing this portion of the Hollywood Regional Center.

In consideration of all the facts and mandatory findings for the requested entitlements, City Planning Staff recommends that the City Planning Commission approve the Project and the following entitlement requests: the Zone and Height District Change from C4-2D-SN, C4-2D, and C2-1XL, to C4-2-SN, C4-2 and C2-2 to allow for uniform development; a Main Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages in conjunction with three new restaurants, a Site Plan Review for the development of a project resulting in an increase greater than 50,000 square feet of non-residential floor area, and a Project Permit Compliance review for the Hollywood Signage Supplemental Use District Sign District.

CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees.

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05 N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** The Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee, if applicable.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

- 1. Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit “A”. No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be in substantial conformance with the following description:

The development of 443,418 square feet of commercial space consisting of 431,032 sf of office and 12,386 sf of restaurant spaces plus approximately 1,800 square feet of ground floor outdoor dining area. The proposed uses would be built within a single, 15-story building that includes ground floor lobby and commercial space. Additionally, the LADWP equipment would be housed on the lot located at the northwest corner of Cole Place and De Longpre Avenue.

- 2. Residential Capacity.** Notwithstanding the above, in accordance with California Government Code Section 66300(b)(1), the site may also be developed with residential uses allowed in accordance with the density and all other development standards of the C4-2D-SN, C4-2D and C2-1XL Zones, as in effect on January 1, 2018.

D LIMITATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the D limitation.

Development Limitations:

Floor Area Ratio. Floor area averaged over the entire site shall not exceed six times the buildable area of the site (6:1), or a total of 443,418 square feet of floor area.

Building Height. For the building located on the lot bound by Sunset Boulevard to the north, Wilcox Avenue to the west, Cole Place to the east and the Alleyway to the south, the height shall be limited to a maximum height of 275 feet 6 inches to the top of the building (including rooftop structures), consistent with Exhibit A.

Building Height. For the building located on the lot at the northwest corner of Cole Place and De Longpre Avenue and bound by Cole Place to the east, De Longpre Avenue to the south and the Alleyway to the north, the building height shall be limited to a maximum height of 18 feet, consistent with Exhibit A.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A". No change to the plans will be made without prior review by the Department of City Planning, Major Projects Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions. The project shall be in substantial conformance with the following description:

The development of 443,418 square feet of commercial space consisting of 431,032 sf of office and 12,386 sf of restaurant spaces plus approximately 1,800 square feet of ground floor outdoor dining area. The proposed uses would be built within a single, 15-story building that includes ground floor lobby and commercial space. Additionally, the LADWP equipment would be housed on the lot located at the northwest corner of Cole Place and De Longpre Avenue.

2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature on the plans, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit A, as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

3. **Floor Area Ratio.** The maximum permitted Floor Area Ratio (FAR) averaged across the Project Site shall be no greater than a 6:1 FAR. Outdoor eating areas adjacent to the ground floor restaurants are exempt from the definition of "Floor Area" per the LAMC.
4. **Covenant.** The applicant shall file a covenant running with the land with the Department of Building and Safety prior to the issuance of any building permits. The covenant shall include a guarantee to continue the operation and maintenance of the development as a unified development; shall indicate the floor area and, if applicable, density used on each parcel and the floor area, and, if applicable, density potential (if any) that would remain; shall guarantee the continued maintenance of the any unifying design elements; and shall specify an individual or entity to be responsible and accountable for this maintenance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to LAMC Section 19.11.

Main Conditional Use Conditions

5. **Grant.** Authorized herein is a Main Conditional Use Permit to allow for the service of a full line of alcoholic beverages for on-site and off-site sale and consumption in conjunction with a maximum of three (3) establishments.
6. **Main Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24-M of the Los

Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval.

7. **MPA Public Hearing Requirement.** The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application. A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.
8. Notwithstanding approved "Exhibit A" and the Conditions above, this grant recognizes that there may be changes resulting from identified tenants and/or tenant spaces, which may result in smaller or larger restaurants, different locations, and/or a reduced number of restaurants than those originally proposed and identified in "Exhibit A". Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior floor areas, maximum interior and exterior seating numbers, maximum (total) number of establishments authorized under this grant, and the maximum number of establishments approved for each type of grant in the Conditions above are not exceeded. The sale and dispensing of beer and wine may be provided in lieu of a full line of alcoholic beverages at any of the establishments approved for a full line of alcoholic beverages (but not the reverse), provided that the maximum (total) number of establishments authorized for alcoholic beverages is not exceeded, and subject to all other conditions of this grant.
9. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.
10. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.
11. After hour use shall be prohibited, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.
12. The Applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not disturb the peace of adjoining residents, property owners, and businesses.
13. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
14. "No Public Drinking" signs shall be posted in and outside of the subject facility.

15. The Applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
16. The Applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The Applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
17. **Additional Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.
18. **Security.** A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.
19. **Lease Agreements.** All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
20. **Building Plans.** A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
21. **Ownership/Operator Change.** Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30 days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.
22. At any time during the period of validity of this grant, should documented evidence be submitted showing continued violation of any condition of this grant and/or the ABC license of the location, resulting in an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator (Upon his/her/their initiative, or upon written request by LAPD or Department of ABC) reserves the right to call for a public hearing requiring the applicant to file for a plan approval application together with associated fees pursuant to LAMC Section 19-01-E, the purpose of which will be to review the applicant's compliance with and the effectiveness of these conditions. The applicant shall prepare a radius map and cause notification to be mailed to all owners and occupants of properties within a 500-foot radius of the property, the Council Office and the Los Angeles Police Department's

corresponding division. The applicant shall also submit a summary and any supporting documentation of how compliance with each condition of this grant has been attained. Upon this review, the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

23. MViP – Monitoring Verification and Inspection Program. Prior to the effectuation of this grant, fees required per L.A.M.C Section 19.01-E.3 – Monitoring of Conditional Use Permits, Inspection, and Field Compliance for Review of Operations and Section 19.04 – Miscellaneous ZA Sign Offs shall be paid to the City.

- a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.
- b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

24. Covenant and Agreement. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard Main covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center or the BESt (Beverage and Entertainment Streamlined Program) for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or BESt (Beverage and Entertainment Streamlined Program) for inclusion in the case file.

Site Plan Review Conditions

25. Public Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department.

26. Restriping Wilcox Avenue. Provide a center left-turn lane for both directions of travel along Wilcox Avenue subject to the approval of the City of Los Angeles Department of Transportation Hollywood-Wilshire District Operations Office, as described in the December 6, 2021 Transportation Assessment Letter from the City of Los Angeles Department of Transportation.

27. Electrification. The 15-story office tower shall be an all-electric office building excluding the commercial food uses for cooking purposes in the three ground floor restaurants, as stated in the Applicant's October 14, 2022, letter to Los Angeles City Planning.

28. Electric Vehicle Parking. All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

29. Parking Structure Design.

- a. Façades of parking structures shall be screened to minimize their visual impact on the public realm. Façade elements shall include vision glass, frosted glass, and warm-colored panels to integrate the podium into the overall building composition as shown in Exhibit A.
- b. Entrances, elevators and stairs for parking structures shall be easily accessible and highlighted architecturally.
- c. Any above ground parking structure shall be designed to be utilized and repurposed to other uses. The conversion of floor area from parking into new uses may be subject to additional discretionary actions.
- d. The height of the above ground parking levels shall have sufficient clearance to be adaptable to non-parking uses. Once converted, the building shall permit a minimum floor to ceiling height of 9 feet for commercial uses.
- e. Vehicular access to the parking structure shall be from Cole Place and Wilcox Avenue.

30. Valet.

- a. All valet services shall be conducted on-site.
- b. Valet service shall not utilize any local streets for the parking of vehicles at any time.

31. Passenger Loading. On-street passenger loading for taxi and rideshare services shall be limited to Wilcox Avenue adjacent to the Project Site.

32. Loading Dock.

- a. The loading dock shall be located along and accessed from Cole Place, and except for the roll-up door, shall be screened with frosted or glazed glass.
- b. All deliveries shall be made in the loading dock located off Cole Place. No deliveries shall be permitted along Sunset Boulevard, Wilcox Avenue, or the alley.

33. Commercial Restaurant Space Façades. The restaurant spaces along Sunset Boulevard shall have transparent glazing that wraps the corner to Cole Place and Wilcox Avenue.

34. Solar. The Project will comply with the Los Angeles Green Building Code's solar-ready roof requirements. The Project shall also install solar panels on the building rooftop, in substantial conformance with Exhibit A.

35. Façade Elements.

- a. The building façade material shall include the following materials: curtain wall system with high performance glazing, metal panels, frosted glass, panel-formed concrete, Terracotta/Trespa wall panels or the like, and storefront window wall

system with clear glazing. The façade materials shall be in substantial conformance with Exhibit A

- b. The south façade shall include horizontal louvers at the balconies to provide shade for the glass and balcony occupants.
- c. The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, no mirror-like materials, tints or films may be used.
- d. Glass used in building façades shall be non-reflective or treated with a non-reflective coating to minimize glare from reflected sunlight onto neighboring residential uses.

36. Alley. The alley from Wilcox Avenue to Cole Place shall be fully-lit and open to the public at all times.

37. Lighting. 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.

38. Landscaping. Prior to the issuance of a building permit, a landscape and irrigation plan prepared in accordance with LAMC Sections 12.40 through 12.43 shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.

- a. The plant palette shall incorporate native and drought tolerant.
- b. The Project shall provide a permanent trellis with deep-soil planter system and permanent, automatic drip-irrigation, and requisite drainage system along the south façade of the office tower as shown in Exhibit A.

39. Trees. The Project shall provide a minimum of 30 trees as follows:

- a. A minimum of four (4) trees shall be provided on-site of the office tower.
- b. A minimum of 24 trees shall be provided in the public right-of-way adjacent to the Project Site, subject to approval by the Urban Forestry Division of the Department of Public Works. Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).
- c. A minimum of two (2) on-site trees shall be provided on the De Longpre lot.

40. Tree Wells.

- a. The minimum depth of tree wells shall be as follows:
 - i. Minimum depth for trees shall be 42 inches.

- ii. Minimum depth for shrubs shall be 30 inches.
 - iii. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
 - b. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
 - iv. 220 cubic feet for a tree 15 – 19 feet tall at maturity.
 - v. 400 cubic feet for a tree 20 – 24 feet tall at maturity.
 - vi. 620 cubic feet for a medium tree or 25 – 29 feet tall at maturity.
 - vii. 900 cubic feet for a large tree or 30 – 34 feet tall at maturity.
 - c. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
 - d. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
- 41. Public Benches.** The Project shall provide public benches along Sunset Boulevard, Wilcox Avenue, and Cole Place in substantial conformance with Exhibit A, subject to the approval of the Bureau of Street Services of the Bureau of Public Works.
- 42. Outdoor Open Space.** The Project shall provide outdoor open space areas and amenities in substantial conformance with Exhibit A.
- 43. Stormwater/Irrigation.** The Project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the Project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
- 44. Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 45. Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- 46. Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
- 47. Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the

public right-of-way. All screening shall be setback at least five feet from the edge of the building.

48. Trash/Storage.

1. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
2. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
3. Trash/recycling containers shall be locked when not in use.

49. Construction Generators. The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

50. Construction Signage. There shall be no off-site commercial signage on construction fencing during construction.

Project Permit Compliance Conditions

51. Use District. All signs located within the Hollywood Signage Supplemental Use District shall comply with the regulations therein pursuant to Ordinance 181,340. All other signs are subject to LAMC Section 14.4.

52. Wall Signs.

a. Location.

- i. Notwithstanding the provisions of LAMC Section 14.4.10 to the contrary, no portion of any Wall Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade, whichever is lower.
- ii. A Wall Sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings.

b. Area. A single Wall Sign shall not exceed 300 square feet in area.

c. The two A4 Wall Signs located at the corner of Cole Place and Sunset Boulevard shall be inset within the exterior façade materials and integrated into the building's architectural design, in substantial conformance with Exhibit A. No off-site advertising shall be permitted on these or any Wall Sign pursuant to Section 5.D of the Hollywood Signage Supplemental Use District.

Environmental Conditions

53. Implementation. The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM

has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

- 54. Construction Monitor.** During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

- 55. Substantial Conformance and Modification.** After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

- 56. Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the

process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The Applicant shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

57. Archaeological Resource Inadvertent Discovery. In the event that any subsurface archaeological resources are encountered unexpectedly at the project site during construction or the course of any ground disturbing activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified archaeologist to implement the following procedures associated with the inadvertent discovery of archaeological resources:

- The applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) to prepare a treatment and disposition plan for any discovered archaeological resource. The qualified archaeologist shall retain an archaeological monitor who shall be present during further ground disturbing activities on the project site, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site.
- A 50-foot buffer around any find shall be established, subject to modification by the qualified archaeologist, within which construction activities shall not be allowed to continue around the find until work is allowed to resume in accordance with the treatment and disposition plan. Ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated as part of a treatment and disposition plan. Work shall be allowed to continue outside of the buffer area.
- All archaeological resources unearthed by project development activities shall be evaluated by the qualified archaeologist. If a resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If, in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school, Tribe, or historical society in the area for educational purposes. If the inadvertent discovery identifies a tribal cultural resource, the applicant shall comply with the inadvertent discovery condition for tribal cultural resources.
- The frequency of required archaeological monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist. Prior to any further ground disturbing activities on the project site, Archaeological Sensitivity Training shall be given for applicable construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.
- All artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork,

analysis, report production, and curation shall be fully funded by the applicant.

- The treatment and disposition plan shall be submitted to the City prior to any further ground disturbing activities continue within the buffer area. Recommendations contained therein shall be implemented throughout any further ground disturbance activities.

58. Paleontological Resource Inadvertent Discovery. In the event that any subsurface paleontological resources are encountered unexpectedly at the project site during construction or the course of any ground disturbing activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to implement the following procedures associated with the inadvertent discovery of paleontological resources:

- The project applicant shall retain a qualified paleontologist meeting the Society of Vertebrate Paleontology Standards (SVP) to complete a treatment and disposition plan for any discovered paleontological resource. The qualified paleontologist shall retain a paleontological monitor who shall be present during further ground disturbing activities on the project site, including peripheral activities, such as sidewalk replacement, utilities work, and landscaping, which may occur adjacent to the project site.
- A 50-foot buffer around any find shall be established, subject to modification by the qualified paleontologist, within which construction activities shall not be allowed to continue around the find until work is allowed to resume in accordance with the treatment and disposition plan. Ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated as part of a treatment and disposition plan. Work shall be allowed to continue outside of the buffer area.
- All paleontological resources unearthed by project development activities shall be evaluated by the qualified paleontological. The qualified paleontologist or designated paleontological monitor shall recover intact fossils consistent with the treatment plan and notify the City of any fossil salvage and recovery efforts. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt future construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with the treatment and disposition plan prepared by the paleontological monitor.
- The frequency of required paleontological monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified paleontologist. Prior to any further ground disturbing activities on the project site, Paleontological Resource Sensitivity Training shall be given for applicable construction personnel. The training session shall be carried out by the qualified archaeologist and shall focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.

- All artifacts, other cultural remains, records, photographs, and other documentation shall be curated by an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.
- The treatment and disposition plan shall be submitted to the City prior to any further ground disturbing activities continue within the buffer area. Recommendations contained therein shall be implemented throughout any further ground disturbance activities.

Administrative Conditions

- 59. Approval, Verification and Submittals.** Copies of any approvals guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
- 60. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 61. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
- 62. Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 63. Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 64. Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 65. Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

66. Indemnification and Reimbursement of Litigation Costs. The Applicant shall do all of the following:

- i. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- ii. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- iii. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- iv. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- v. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

67. The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

68. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

ENTITLEMENT FINDINGS

Zone and Height District Change Findings

- 1. 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 Project Site is located within the Hollywood Community Plan area. The Project Site has a Regional Center Commercial General Plan Land Use designation with the corresponding zones of C4-2D-SN (Commercial Zone, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District), C4-2D (Commercial Zone, Height District 2 with Development Limitation), and C2-1XL (Commercial Zone, Height District 1XL). The C2 and C4 Zones allow for a wide variety of land uses, including retail stores, offices, restaurants, theaters, hotels, broadcasting studios, parking buildings, parks, and playgrounds. These zones also permit any land use permitted in the R4 zone, including multiple residential uses. Height District 2 allows a 6:1 FAR in the Project Site's C4-zoned portions with no height or story limit, however, the D Limitation restricts FAR to 2:1, established by Ordinance 165,661. The D Limitation does not impose any height limits on the Project Site. Height District Number 1XL allows a 1.5:1 FAR in the Project Site's C2-zoned portions with a 30-foot and two-story height limit.

Pursuant to LAMC Sections 12.32F, the Project Applicant has requested a Zone and Height District Change from Height District No. 1XL and 2D to Height District No. 2 with a new Development (D) Limitation, which would permit a Floor Area Ratio (FAR) of 6:1. The Project is conditioned to allow the 6:1 FAR averaged across the entire site that includes lots on either side of the alley with height limits for each lot listed in the D-Limitation contingent on a covenant being provided to the City that guarantees the development is a unified development. The 6:1 FAR would be appropriate and beneficial for a commercial project with office and restaurant uses in the area, while compatible with existing surrounding uses and projected future growth of Hollywood. The Height District Change would also allow existing 1XL portions of the Property to be developed without a height limit consistent with the balance of the Property.

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 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 Regional 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.

The Project would be made up of various types of commercial uses with the existing retail, office, and surface parking lots uses to be demolished and redeveloped into a 15-story commercial office building with ground floor restaurant uses. The ground floor commercial space would consist of approximately 12,000 square feet of restaurant uses, that includes additional approximately 1,800 square feet of ground floor outdoor dining areas. The

commercial office use consists of approximately 431,000 square feet dedicated for the commercial office use and common areas. In total, the Project would provide 443,418 square feet of commercial office and restaurant space. 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 street furniture 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 1,179 automobile parking spaces for its restaurant and office uses that would be located on the three subterranean, one at-grade, a mezzanine, and two above-grade levels, which complies with and exceeds minimum code requirements. Additionally, the above ground parking 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. In total, the Project would provide 141 bicycle parking spaces that would consist of 92 long term and 49 short term spaces. 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.

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. 2D and 1XL to 2. 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 concentrating office-related uses with restaurant uses 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 a Regional Center while preserving the surrounding neighborhoods. The Project's proposal is consistent with the description of a Regional Center, described in the Framework Element as a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, major entertainment and cultural facilities and supporting services, with a general the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs. The 431,032 square feet of new office space, at 15 stories, and a FAR of 6:1, is consistent with its location in a Regional Center and will provide 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 conveniently located on the ground floor. Patron and tenant are less likely to drive or drive less as the Project would include a range of uses, have neighborhood resources located within the building or nearby, and provide employment opportunities within a growing employment center near mass transit and increased housing production. Through the Project design, tenants are also encouraged to engage in active transportation modes rather than vehicular trips. 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 commercial ground floor space is designed to attract and increase pedestrian activity along the Sunset Boulevard frontage, which would activate the street and attract pedestrian interest. The commercial uses would be neighborhood-serving restaurant uses to benefit nearby residents and office tenants. Interest at the street level is created by providing pedestrian-oriented commercial uses and a landscaped streetscape along the Sunset Boulevard frontage.

As such, the Project will preserve commercial land within a Regional Commercial area by bringing a mix of services to an infill site well served by transit. The Project would provide over 440,000 square feet of new office and restaurant space on a site located within a Regional Center and along a primary transit corridor, in furtherance of Objective 3.4. Therefore, 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 a high-quality office building that incorporates design elements reminiscent of the media production studios while providing a new contemporary glass façade structure with various repeating rectangle forms, creating a distinctive character. The Project would include many design elements that contribute to the neighborhood's commercial environment and be supportive of pedestrian circulation. Consistent with the urban context, the Project has been designed to be pedestrian-oriented with ground floor commercial uses along the Sunset Boulevard frontage extending south along Wilcox Avenue. The approximately 12,386 square feet of new ground floor commercial uses would consist of restaurant uses, each with its own entrance directly from the street. The Sunset Boulevard frontage would include outdoor dining opportunities for patrons of the restaurant, as well as a landscaped streetscape. 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 that would also contribute to a more comfortable, safe, and pleasant pedestrian atmosphere. These Project elements would serve to enhance the livability the of the surrounding neighborhood and improve the quality of the public realm. Furthermore, having tenants and patrons on-site throughout the day and evening 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 would 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.

Policy 7.2.2 Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

The Project is an appropriate mix of commercial uses and intensity for this location as it is located within an existing and growing creative office and innovation hub of the Hollywood Regional Center, which would support the economic development of the community, the greater Hollywood area, and its residents and tenants. The variety of uses of the Project contribute to the growing creative office and innovation hub with ground floor space to provide neighborhood resources to the community. 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 and Metro stations.

The Project will bring commercial uses that would sustain economic growth and a robust commercial base in an area where similar uses currently exist and is developing an infill site in proximity to existing activity centers and transit. The Project's substantial amount of commercial space is proposed in an appropriate location and would thus sustain economic growth and development while assuring maximum feasible environmental quality. Thus, the Project is consistent with the applicable goals, objectives, and policies of 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 2.10: Facilitate the provision of adequate on and off-street loading areas.

Policy 2.17: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

Policy 3.8: Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.

The Project has considered and will provide access for all modes of travel, including for pedestrians, bicyclists, and transit users. The Project Site is located approximately 0.35 miles from the Metro B (Red) Line Hollywood and Vine Station and 0.5 miles from the Hollywood and Highland Station. In addition, bus transit access is provided along a number of Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus routes, with multiple stops located within 0.25 miles of the Project Site. 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 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. There are multiple entrances to the various commercial components of the Property that are safe and accessible to pedestrians. Similarly, employees, tenants, and patrons that bike are conveniently access various parts of the Project with safe, well-lit, and convenient bicycle parking options located on-site in the Project's parking garage. Therefore, the Project is supportive of active transportation modes, such as walking and bicycling. The architecture of the ground floor commercial component is well articulated with much of the commercial space located along the property line along the Sunset Boulevard frontage.

The Project includes an on-site loading area that is accessed from Cole Place. The loading zone is for loading and trash operation. The loading area is screened from the street view by façade elements such as concrete and frosted glass to minimize the pedestrian experience. As such the loading area is designed to promote public safety and to prevent an unsightly or barren appearance and lighting is provided to promoted public safety.

The Project's design, including ground floor treatment, would encourage daytime and nighttime pedestrian activity along Sunset Boulevard within a traditionally commercial district through pedestrian friendly design, which would also further the following policies:

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.

The Project's design, including ground floor treatment, would encourage daytime and nighttime pedestrian activity along Sunset Boulevard within a traditionally commercial district through pedestrian friendly design. 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 which the Project will provide 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.

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, while progressing the following policies:

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.*

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

The Project would develop office and commercial uses to be located just 0.35 miles from the Metro B (Red) Line Hollywood and Vine Station and 0.5 miles from the Hollywood and Highland Station, as well as various bus routes, connecting the Project Site to other regional and local destinations as well as employment centers and retail services. 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 around the Project Site, retention of and/or planting of street trees and landscaping. The ground level streetscape includes landscaping and seating for the potential outdoor dining area that would be located along Sunset Boulevard. The restaurant space 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 Sunset Boulevard and the office lobby entrance on Wilcox Avenue would improve the streets frontage and character as compared to existing conditions.

The development will be sited on a commercially zoned property within a designated Regional Commercial area 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 facilities, which designates it in a Transit Priority Area 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. As shown on Exhibit A, the solar-panel roof space and EV-parking are also good zoning practices 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 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 Zone and Height District Change to Height District No. 2 to allow development of the Project. The Project Site is designated for Regional Center Commercial land uses and is compatible in height and scale to other buildings throughout the Hollywood Regional Center. The Project is reminiscent of the area's predominantly office uses and has included ground floor restaurant uses and landscaped open space areas for an activated pedestrian experience. The Property would be redeveloped from its current low intensity use of 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 the Hollywood Regional Center Commercial area. 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 employment, retail services and entertainment.

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 Regional Center and Hollywood in general have been seen increased interest from businesses and individuals seeking creative spaces, modern offices, restaurants, and bars, all of which has reinforced Hollywood as the center for media production. The area has had an increase in project applications that has transformed many properties to high rise office and mixed-use towers, consistent with the goals of the Hollywood Community Plan and General Plan Framework. As a result, these projects support and compliment neighborhood commercial uses that when all combined, provide jobs near housing to reduce greenhouse gas emissions and vehicle miles traveled. The new construction of 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. The Project will also provide new, high quality office space for creative and innovative businesses. Additionally, the Project's design is consistent with existing and proposed surrounding developments in a way that allows the Project to sit comfortably within its surrounding neighbors. The Project would be comparable in size to both existing buildings, such as the CNN Tower, as well as proposed new projects near the Site.

The Project encourages the revitalization of the motion picture industry as it provides potential office space for tech, media, and other creative companies. Moreover, with the definition of an office evolving due to COVID-19, an office that prioritizes open spaces and tenant amenities, including landscaped open terraces such as the Project, will aid in creating an environment for tenants and their employees to thrive. As such, the Project contributes to the revitalization of the motion picture industry.

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.*

Although the Property does not have an industrial land use designation, the Project would be consistent with the objective to locate employment opportunities within a reasonable commuting distance from residential locations and mass transit. In order to reduce greenhouse gas emissions and vehicle miles traveled, it is important to concentrate and grow production-related industry jobs within the Regional Center further building on the area synergy, and to also locate jobs in proximity to new housing growth in the City. Many housing units have been constructed or are under construction in Hollywood; however, there is a shortage in corresponding construction of office space for production-related uses. The Project aims to provide production-related jobs near housing, which is located to the north, west, east, and south of the Property, and near to mass transit, thus contributing to an appropriate jobs-housing balance, as described below, and providing jobs within reasonable commuting distances from residences.

Based on the Southern California Association of Governments ("SCAG") 2020-2044 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"), the jobs-housing balance ratio for the City is 0.82:1, however there has been a recent increase in housing within the Hollywood area which would not yet be reflected in the ratio. The City's Department of City Planning entitlement application data as of March 2022, provides that 16,329 residential units have been approved or proposed within the Hollywood Community Plan area between January 2015 and March 2022. With the increase of housing in this area, there needs to be the proportionate additional employment opportunities to support the housing growth. 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.

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

Land Use Element – Hollywood Redevelopment Plan

The Project is also consistent with the Hollywood Redevelopment Plan. The portions of the Project Site to the north of the bisecting alley are designated by the Redevelopment Plan Map for Regional Commercial uses. The portions south of the alley are designated as Other Public Land. The Project was reviewed by the City Planning Department – Redevelopment Plan Unit on March 19, 2020. The review concluded the Project is eligible for a Redevelopment Plan Project Compliance to permit a 6:1 FAR pursuant to LAMC Section 11.5.14 provided that the Project can show conformance to Sections 506 and 506.2, 508.2, 508.4, 510, 511, 517, 518.1, 518.2, and 519 of the Hollywood Redevelopment Plan. The portions designated Other Public Land were noted on the March 19, 2020, referral as Not Applicable as while they are so designated, these parcels are not publicly owned and currently improved with an existing office. As set forth below, the Project is consistent with the applicable sections of the Hollywood Redevelopment Plan.

Pursuant to Hollywood Redevelopment Plan Section 506, a proposed development in excess of 4.5:1 FAR and up to 6:1 FAR may be permitted provided that the proposed development

furtheres the goals and intent of the Redevelopment Plan and the Community Plan. Section 506.2.3 sets forth various objectives that projects within the Regional Center Commercial designation must meet in order to obtain a 6:1 FAR including (a) to concentrate high intensity and/or density development in areas with reasonable proximity or direct access to high capacity transportation or which effectively utilize transportation demand management programs; and, (b) to provide for new development which complements the existing buildings in areas having architecturally and/or historically significant structures or to encourage appropriate development in areas that do not have architecturally and/or historically significant buildings. The Project concentrates high intensity development in reasonable proximity to high capacity transportation and utilizes transportation demand management programs. The Project is located within a commercial area in Hollywood, accessible by various transit options, including the Metro B Line (at the Hollywood and Vine and Hollywood and Highland Metro Rail Stations both within a half mile or less) and the Metro Line 2 Local Bus Line. Various local and regional bus lines are also in proximity with frequent stops and service to various locations throughout the City. The Project is also a new development that would complement existing buildings in the immediate area. The design of the Project is consistent with surrounding developments, both old and new, in a way that allows the Project to compliment the surrounding structures. The Project would be comparable in size to its existing neighboring properties to the west and east, as well as several proposed projects currently under construction near the Property. The Project also activates its ground floor with commercial uses and entrances along Sunset Boulevard. The Project is situated between the black glass CNN Building to the east and a lighter dark rose-colored building with ribbon windows and a parking podium to the west. In terms of scale and massing, the proposed building is a similar scale and mediates between the two. As such, the Project is consistent with Redevelopment Plan Sections 506 and 506.2.

The Hollywood Redevelopment Plan Section 506.2.3 further sets forth that the Agency may permit development in excess of 4.5:1 F.A.R. up to but not to exceed 6:1 F.A.R. or such other density as may be permitted by future amendments to the Community Plan, only if the Agency makes the following findings and determinations:

- 1. The proposed development conforms with the provisions and goals of the Redevelopment Plan and any applicable Design(s) for Development or requirements of the Hollywood Boulevard District or Hollywood Core Transition District.*

The Project is a commercial development with retail and office uses that proposes a maximum FAR of 6:1. Regarding Finding No. 1, as described above in greater detail beginning on Page F-10, the proposed development conforms with the provisions and goals of the Redevelopment Plan, including Objectives a) and b). The Project would concentrate commercial office and retail uses in a transit-rich area, including within a half-mile of both the Metro Hollywood/Highland and Hollywood/Vine rail stations as well as bus transit lines. The Project is also a new development that would complement existing buildings in the immediate area. The design of the Project is consistent with surrounding developments, both old and new, in a way that allows the Project to compliment the surrounding structures. The Project would be comparable in size to its existing neighboring properties to the west and east, as well as several proposed projects currently under construction near the Project Site, and provides a modern architectural design that is well-suited for the range of building typologies and architectural styles in the vicinity.

- 2. Permitting the proposed development serves a public purpose objective such as: the provision of additional open space, cultural facilities, public parking, or the rehabilitation of an architecturally or historically significant building.*

The Project provides several benefits that support a public purpose and objective. Such benefits include: sustainable building features including LEED Gold certification equivalent design, parking for electric vehicles and bicyclists, and providing approximately 1,710 net new employment opportunities on an infill site near transit, thus resulting in lower per-capita GHG emissions and an efficient land use pattern while supporting economic growth, in support of the goals of local and regional land use plans, including SCAG's RTP-SCS, the General Plan Framework Element, and the Hollywood Community Plan. The Project is also providing ground-floor restaurant space with outdoor dining along Sunset Boulevard, that would encourage pedestrian activity and be a beneficial service that can be used by the public and the surrounding neighborhood. Additionally, the Project is providing public benches and new street trees along Wilcox Avenue, Sunset Boulevard and Cole Place to provide shaded seating for pedestrians. The Project provides adequate vehicular parking including valet parking for commercial patrons and provides on-site open space for office tenants although not required by code.

Furthermore, on September 30, 2022, the Department of Building and Safety provided the City Council recommendations to achieve zero-carbon emissions for residential and commercial buildings in Los Angeles (Council File 22-0151). Building electrification has been identified by the City Council and by the Department of Building and Safety's report as a crucial component towards achieving zero-carbon emission buildings. The Project's 15-story office tower is conditioned to be an all-electric building (excluding the three ground floor restaurants' commercial food uses for cooking purposes). As stated in the Applicant's October 14, 2022, letter, the building will be the first all-electric office building in the City of Los Angeles. The building will use all-electric appliances and end uses typically powered by natural gas such as heating, ventilation, and air conditioning (HVAC), and water heating. The all-electric office building would decrease the annual natural gas usage by approximately 6,000,000 cubic feet and would increase the annual building electrification by approximately 600,000 kilowatt hours which would result in a reduction in air quality and greenhouse gas emissions. The all-electric building will help the City meet its zero carbon goals, be a component of the LA's Green New Deal, and assist the City in achieving carbon neutrality before 2050.

3. Any adverse environmental effects especially impacts upon the transportation and circulation system of the area caused by proposed development shall be mitigated or are overridden by other social, economic or physical considerations, and statements of findings are made.

Regarding adverse effects on the transportation and circulation system of the area, as analyzed in detail in the Environmental Impact Report prepared for the Project, in particular Section IV.H, *Transportation*, the Project would result in less than significant impacts upon the transportation and circulation system. Furthermore, as set forth in the EIR, the Project's significant environmental effects have been mitigated to the extent feasible as required under CEQA. The only significant and unavoidable impacts that would result from the Project are temporary impacts related to construction noise and vibration. Findings supported by substantial evidence have been made (see CEQA Findings under Case No. Vesting Tentative Tract 83088-1A), including a Statement of Overriding Considerations, overriding the limited significant adverse effects of the Project due to other social, economic, or physical considerations.

Therefore, the Project is consistent the findings and determinations for development in excess of 4.5:1 FAR, up to but not to exceed 6:1 FAR, pursuant to Redevelopment Plan Section 506.2.3.

Redevelopment Plan Section 508.2 requires that the public rights-of-way and principal streets in the Redevelopment Plan Area to be widened, altered, abandoned, vacated or closed as necessary for proper development. Under the related case VTT-83088, the Project obtained the merger of the public right-of-way adjacent to the Project Site and along Wilcox Avenue, to match the City's Mobility Plan street dimension requirements. Moreover, the Project's tract map was granted a waiver of right-of-way dedications required by the Mobility Plan along the portions of the Project Site adjacent to the alley in order to maintain a consistent alley right-of-way width that would also aid public safety in the area around the Project Site. As such, the Project is consistent with Redevelopment Plan Section 508.2.

Redevelopment Plan Section 508.4 requires the City to provide largely usable publicly accessible open spaces, which are an organic part of the urban environment. The Redevelopment Plan cites a need for additional publicly accessible open space and landscaping, including street trees. The Project is a commercial development and is not required to provide publicly accessible open space pursuant to the Los Angeles Municipal Code. Nevertheless, the Project would provide 61,449 square feet of private open space, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscape, and the Project is conditioned to add the proposed on-site open space areas as well as benches and street trees to the streetscape to comply with and fulfill the Redevelopment Plan Section 508.4.

Redevelopment Plan Section 510 requires new construction and development to conform to all applicable state laws and city ordinances and regulations; and shall be subject to review and approval by regulatory governmental bodies as required by law and the Redevelopment Plan. The Project will comply with all applicable state laws and city ordinances and regulations and is thus consistent with Redevelopment Plan Section 510.

Redevelopment Plan Section 511 requires buildings listed as Cultural-Historic Monuments by the City and listed in, determined or appear to be eligible for listing in the National Register of Historic Places are determined to be of architectural and/or historic significance. To incentivize preservation and discourage the demolition of such historically important buildings, the Redevelopment Plan allows the City to deny requests that adversely affect any building or resource determined by the City to be historically or architecturally significant. The Project proposes to demolish existing surface parking lots, retail, and office uses to allow development of the Project. As evaluated in the EIR prepared for the Project, none of the existing buildings bear any architectural or historic significance or are listed as a Cultural-Historic Monument by the City and listed in, determined or appear to be eligible for listing in the National Register of Historic Places are determined to be of architectural and/or historic significance. Therefore, the Project would be consistent with Section 511 of the Redevelopment Plan.

Redevelopment Plan Section 517 requires all utilities to be placed underground whenever physically and economically feasible, as determined by the City. The Project proposes to install the electrical distribution equipment and emergency generators for the Project on the De Longpre Lot, which would partially be located underground and partially at-grade surrounded by a protective 8-foot high fence with landscaped enhancements. As such, the Project complies with Redevelopment Section 517.

As pertinent, Redevelopment Plan Section 518.1 requires that any developments expected to have significant circulation impacts to discuss these impacts in the transportation assessment and to impose appropriate conditions of approval based upon the traffic mitigation measures identified. As part of its approval process, the Project's Draft EIR determined that the Project's

transportation-related impacts would either be less than significant or less than significant with mitigation. Therefore, the Project complies with Redevelopment Plan Section 518.1.

Redevelopment Plan Section 518.2 states that parking spaces, parking facilities, and loading areas must be designed to promote public safety and to prevent an unsightly or barren appearance and lighting must be provided to promote public safety. The Project proposes to provide sufficient parking spaces for its uses. The Project has a combination of subterranean and above-grade parking to promote public safety by minimizing access from trespassers and prevents an unsightly or barren appearance by fully enclosing and mechanically ventilating its parking facilities, and by integrating external façades of the above-grade parking levels into the architectural design of the building as a whole. As such, the Project complies with Redevelopment Plan Section 518.1.

Lastly, Redevelopment Plan Section 519 states that setback areas not used for access, or when permitted parking, shall be landscaped and maintained. Setbacks are not required for commercial uses in the C4 or C2 zones for commercial uses per LAMC Sections 12.14 C and 12.16 C, therefore, the Project complies with Redevelopment Plan Section 519.

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 commercially zoned site along a main commercial corridor within a designated Regional Center to be redeveloped with a commercial use project that will provide new office and restaurant uses. The Project would provide for a public necessity, convenience, and general welfare by providing increased commercial activity and employment opportunities, supporting an emerging economic sector, and enhancing the neighborhood's pedestrian experience. The Project illustrates good zoning practice as it would be a more efficient use of land than the existing structures; and the proposed uses, intensity, and scale are in conformance with its surrounding neighborhood and projected growth.

The Project includes approximately 431,032 square feet of commercial space that would contribute to the growth in the neighborhood from the emergence of media and technology companies, creative offices, incubator spaces, and content production businesses. The infill project would replace a property that is not used with its highest and best use and currently consists of offices, retails, and surface parking lots, with a 15-story office building with ground floor restaurant uses. The requested change to Height District No. 2 would permit a FAR of 6:1. The Project's scale and density would be consistent with the existing development and projected growth in the surrounding area.

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 uses and ground floor restaurant 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 also includes bicycle parking areas for patron and tenants conveniently located on the ground floor with shower and changing spaces located on the ground level. With a supportive pedestrian-oriented design, tenants and patrons are encouraged to engage in active transportation modes rather than vehicular trips. Patrons would be less likely to drive or would drive less often as the Project provides a variety of employment opportunities near mass transit and other complementary existing and proposed residential and commercial uses. Further, the Project is well-designed so that the ground floor commercial is pedestrian-oriented and aesthetically pleasing, while blending well with the commercial developments of the surrounding properties.

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

The Project would serve a greater public necessity and convenience by locating a more intensive mix of uses within an established and growing regional commercial center near mass transit and near recent increased housing production. Located within the Hollywood Regional Center, the Project would greatly benefit the surrounding community by offering jobs close to home. The mix of commercial uses decreases the need for residents to drive, thereby contributing to the general welfare of future residents and the City.

In addition to the public necessity, the Project is an infill development within a well-established commercial center and active corridor. 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 of land with an increased floor area on a property in the Community Plan area, from 2:1 FAR to 6:1 FAR. Permitting additional floor area would 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. The proposed Zone and Height District Change for the Property would support good planning practices beyond the Project and encourage redevelopment of infill 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 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:**2. 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, which support the goals and policies of the General Plan Framework Element. As described in the Framework Element, the Regional Center Commercial land use designation typically provides for high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Framework Element Goal 3F envisions regional centers as mixed-use centers that provide jobs, entertainment, culture, and serve the region. The project is consistent with the Framework Element through its provision of a 15-story, 443,418 square-foot office tower including ground-floor restaurant uses, for a 6:1 FAR, within the vicinity of rail transit as well as several Metro Local and Rapid bus stops.

The Project's ground floor commercial uses will be compatible and complementary with the commercial uses in the vicinity, including the prior ArcLight Complex, the ground floor restaurants within the CNN building directly across Cole Place to the east, and to the east and west of the project site along Sunset Boulevard, and commercial uses to the north along Cahuenga Boulevard. Across Sunset Boulevard to the north at 6407 Sunset Boulevard, a 19 story hotel has been approved for the site. In addition, the project's commercial office uses will be compatible and complementary with existing and proposed mixed-use buildings along Sunset Boulevard, which are discussed further below.

The project proposes a maximum FAR of 6:1 consistent with FAR permitted in Height District 2. The project is further restricted by a D-limitation affecting the C4-zoned portion of the site (Ordinance No. 165,661), which limits the FAR for the site to 2:1 but does not limit the height, and a Height District of 1XL on the C2-zoned portion of the site that limits the lot to a 1.5:1 FAR and a 30-foot and two-story height limit. The Project is conditioned to allow the 6:1 FAR averaged across the entire site that includes lots on either side of the alley with height limits for each lot listed in the D-Limitation contingent on a covenant being provided to the City that guarantees the development is a unified development.

While the project's increase in FAR is greater than the site's currently permitted 2:1 and 1.5 FAR, the proposed FAR and height of 15-stories is consistent with the nature of the surrounding area, specifically existing buildings in the immediate vicinity and adjacent to the east and west of the Project Site, such as the CNN office tower (14 stories), the prior ArcLight Cinema Complex, and a recently approved 19-story hotel directly across Sunset Boulevard from the project site at 6407 Sunset Boulevard. A seven-story hotel is located south of the project site at 1400 Cahuenga Boulevard. The Project Site is located to the north of a 20-story mixed-use complex at Vine Street and De Longpre Avenue, with up to 250 dwelling units, 100 hotel rooms, a restaurant, bar, market, and office. Further south, at the intersection of Fountain Avenue and Cahuenga Boulevard, there is a seven-story mixed use project consisting of 369 units and commercial space. The project site is also located four blocks west of Sunset Boulevard and Vine Street, characterized by mid-rise and high-rise structures including the 23-story tower on Sunset Boulevard and Vine Street. The Project Site is surrounded by development with various heights and FAR, and the project podium is compatible with lower scale development directly

adjacent structures to the east and west along Sunset Boulevard, while the tower scale and height is compatible with additional mid-rise to high-rise buildings along Sunset Boulevard. The Project Site is also located within 0.5 miles from both the Hollywood/Vine and Hollywood/Highland Metro B (Red) Line Stations. Therefore, the Project is consistent with nearby development thereby creating a consistent street wall and a prevailing sense of pedestrian-oriented scale along this stretch of Sunset Boulevard. Further, the proposed increase in FAR affords the square footage needed to provide commercial office space within a designated Regional Center in proximity to mass transit within a regional center land use designation.

The project focuses its mass and height along the major street to the north, Sunset Boulevard, where it will be consistent with the varied heights along Sunset Boulevard. The project has been designed such that the southern component of the project which houses the DWP equipment will be consistent with the varied heights to the south which range from one to three stories. Furthermore, the overall Project is consistent with the varied heights of other developments within the vicinity that range in height up to 20 stories, and are generally commercial or mixed-use in nature. Overall, the project height of 15-stories is consistent with the myriad heights of other proposed developments and existing improvements in the area. Lastly, the project will provide an improved and consistent streetscape along Sunset Boulevard, creating rhythm and responding to the adjacent CNN office tower. The more intense nature of development within the Hollywood regional center is reflected in the Project's overall height, while the podium reflects the existing low- to mid-rise structures in the vicinity, and improvement on the southern lot reflects the existing structures to the south.

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.

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

The Project's proposed commercial office and restaurant uses are consistent with the surrounding area and will secure an appropriate development in harmony with the objectives of the General Plan. The General Plan Framework Element establishes general principles to encourage growth and increase land use intensity around transit nodes. In particular, the General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. The Framework Element further states that regional centers, typically, provide a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips. The Project Site is designated as Regional Center Commercial in the Hollywood Community Plan. The proposed Zone and Height District Change is consistent with the principles of the General Plan, as it will allow a commercially zoned site along a main commercial corridor within a designated Regional Center to be redeveloped with new commercial uses. The Project will provide needed job opportunities in proximity to transit. The project site is approximately a half mile from the Metro B (Red) Line Hollywood and Vine Station and is served by multiple Metro 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 443,418 square feet of new commercial office and restaurant space within a 15-story office project on an infill site. The Project avoids encroaching into lower-height neighborhoods to the south across De Longpre

Avenue by providing an 18-foot tall structure on the southern portion of the Project Site to house the LADWP equipment.

The proposed project is a 15-story building with a maximum height of 275 feet and is consistent with the surrounding built environment, which is developed and highly urbanized, and is characterized by a mix of low- to high-intensity multi-family and commercial buildings. Main thoroughfares such as Sunset Boulevard 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 along Sunset Boulevard to the less intense uses to the south of the Project Site. The Project orients the height and mass of the tower towards the major street, Sunset Boulevard, while the LADWP equipment structure responds to and reflects the lower scale of the neighborhood immediately south of De Longpre 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 three ground floor restaurants totaling approximately 12,386 square feet of floor area. The restaurant use includes approximately 1,800 square feet of outdoor dining areas adjacent to the restaurants.

4. 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 to three establishments with outdoor patio seating on the ground floor. The commercial establishments will be located at street level along existing commercial corridor along Sunset Boulevard.

The Hollywood Community Plan states that “the focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street.” Therefore, the Property is within the Hollywood Center. The Hollywood Community Plan then continues to state that the Hollywood Center would “function... 2) an entertainment center for the entire region.” The Project includes 12,386 square feet of restaurant uses (plus approximately 1,800 square feet of ground floor outdoor dining areas adjacent to these restaurants) to encourage residents, tourists, and employees to remain in the Community Plan Area to meet their dining/entertainment needs. The Project is located in a highly-urbanized area identified in the Hollywood Community Plan as an entertainment center for the entire region where residents, visitors, tourists and employees that are within walking distance to the Project Site from various Hollywood tourist attractions. Adjacent residential and hotel 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 Regional Commercial Center in the heart of Hollywood. The project is located a few blocks west of the intersection of Sunset Boulevard and Vine Street, and less than a half-mile from the Hollywood and Highland

Complex and other entertainment destinations, which house multiple restaurants, theaters and bars. Neighboring uses include the former ArcLight Cinema Complex to the east, the CNN office tower to the east, and an approved 19-story hotel located across the street on the north side of Sunset Boulevard at 6407 Sunset Boulevard. As the entertainment center of the Hollywood Community Plan Area, the project site and surrounding area are a destination for local workers, residents, visitors, and businesses, providing a 24-hour, seven days-a-week regional center of dining, entertainment, and activity.

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 visitors to the Hollywood Center, 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.

5. 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 12,386 square feet of floor area, plus approximately 1,800 square feet of ground floor outdoor dining area within a 15-story office tower. The Hollywood Community Plan states that "the focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street." Therefore, the Property is within the Hollywood Center. The Hollywood Community Plan then continues to state that the Hollywood Center would "function as: 1) as the commercial center for Hollywood and surrounding communities and 2) an entertainment center for the entire region." The Project includes 12,386 square feet of restaurant uses plus approximately 1,800 square feet of ground floor outdoor dining patio to encourage residents, tourists, and employees to remain in the Community Plan Area to meet their dining/entertainment needs. In addition, the Project is located in a highly urbanized area identified in the Hollywood Community Plan as an entertainment center for the entire region where residents, visitors, tourists and employees that are within walking distance to the Project Site from various Hollywood tourist attractions. Nearby residential and hotel 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 Regional Commercial Center in the heart of Hollywood.

As the entertainment center of the Hollywood Community Plan Area, the project site and surrounding area are a destination for local workers, residents, visitors, and businesses, providing a 24-hour, seven days-a-week regional center of dining, entertainment, and activity. Specifically existing buildings neighboring the Project Site, such as the 14-story CNN office tower, the prior ArcLight Cinema Complex, and an approved 19-story hotel across Sunset Boulevard from the project site at 6407 Sunset Boulevard (a determination letter was issued on March 1, 2017). A four-story hotel is located south of the project site at 1400 Cahuenga Boulevard. Additionally, the project site is located to the north of a 20-story mixed use complex at Ivar Avenue and De Longpre Avenue, with up to 250 dwelling units, and 100 hotel rooms, a restaurant, bar, market, and office. Further south, at the intersection of Fountain Avenue and Cahuenga Boulevard, there is a 7-story mixed-use project consisting of 369 units and commercial space. The project site is also located west of Sunset Boulevard and Vine Street, characterized by mid-rise and high-rise structures including the recently completed 23-story residential tower at Vine Street and Sunset Boulevard. Finally, a 26-story mixed-use building containing 200 dwelling units and 7,000 square feet of commercial floor area located at 6400 Sunset Boulevard was entitled by the City Planning Commission on March 14, 2019. The Project Site is also located within 0.5 miles from both the Hollywood and Vine, and Hollywood and Highland Metro B (Red) Line Stations. The Project will be compatible with the current arrangement, uses, and urban context of Hollywood. The 15-story tower will be similar in design, with a north-south arrangement to facilitate views of the Hollywood Hills, and height with other developments in the area. Specifically, new development listed above, as well as recently completed construction, as tall as 21 stories, as well as existing development buildings which have similar heights, from eight stories to 14 stories, the Project will integrate into the existing development pattern. The surrounding area is generally zoned C4-2D, C4-2D-SN, PF-1XL, RD1.5-1XL and R4-2D, and is generally designated Regional Commercial Center land use to the north and east, and Low Medium II Residential to the west and south. Directly to the east, designated Regional Commercial Center, is the prior ArcLight Complex, historically a major entertainment destination. The nearest public school, Selma Avenue Elementary, is located one quarter mile northwest from the Project Site, the next closest school, Hollywood High School, is located one half mile west from the Project Site.

No evidence was presented at the Hearing Officer hearing 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 and will be located a half mile away from the Project Site and buffered throughout this distance by a wide variety of existing commercial and residential uses.

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 Hollywood Center to be an area that is the commercial and entertainment center of the Community Plan Area. The restaurants will activate the sidewalks of Sunset Boulevard during the day and evening hours, contributing toward making this the commercial and entertainment 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 ground floor restaurant uses, and permitting alcohol sales for these three establishments 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-sale 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 the Hollywood Center, 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.

6. 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 Hollywood Plan Community Plan Map designates the property for Regional Center Commercial land use with the corresponding zones of C2, C4, P, PB, RAS3, and RAS4. The project is consistent with the underlying C4-2D-SN and C4-2D Zones, which are intended to provide for commercial uses, including residential 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 Community Plan and of the General Plan Framework Element:

Hollywood Community Plan Objective No. 1: To further the development of Hollywood as a major center of population, employment, retail service and entertainment.

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. 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 Hollywood Center, as identified by the Hollywood Community Plan, which includes Hollywood attractions such as the Hollywood & Highland complex, the Hollywood Walk of Fame, TCL Chinese Theatre, Dolby Theatre, etc., promoting visitors to Hollywood for business, entertainment events such as the Academy Awards, and tourism. 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 Hollywood. 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 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 commercial area (the Hollywood Regional Center) while preserving the surrounding neighborhoods. With 12,386 square feet of new restaurant space (plus approximately 1,800 square feet of ground floor outdoor dining areas adjacent to these restaurants), the Project 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 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 mass transit and increased housing production. 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 Center to be an area that is the commercial and entertainment center of the Community Plan Area. The restaurants will activate the sidewalks of Sunset Boulevard during the day and evening hours, contributing toward making this the 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 visitors to the Hollywood Center, tenants and employees of the Project, and residents of the 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 the Sunset Boulevard frontage, 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.

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

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

The subject property is located directly within the Hollywood Center, as well as in proximity to various hotel, tourist attractions and entertainment uses. Multi-family residential is also located in the vicinity of the Project Site in structures ranging from single story to high-rise towers. A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood, especially entertainment districts, such as the Hollywood Center, as identified by the Community Plan. As the Hollywood Center is one of the premiere entertainment destinations in the region, alcohol services are common in the vicinity, and even necessary for the entertainment uses in the area. The surrounding area is characterized by various alcohol related uses; the introduction of another such establishment would not create an adverse or unique condition. 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.

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 the Hollywood Center, and not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

- 8. 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. 1908.02. According to the ABC licensing criteria, two (2) on-sale and one (1) off-sale alcoholic beverage licenses are allocated to subject Census Tract No. 1908.02. Data provided on the ABC's License Query System indicates that there are currently 34 existing on-site and one (1) existing off-site licenses within this Census Tract.

As reported by the Los Angeles Police Department, within Crime Reporting District No. 0666, which has jurisdiction over the subject property, a total of 315 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 29 Narcotics, 7 Liquor Law, 0 Public Drunkenness, 0 Disturbing the Peace, 1 Disorderly Conduct, 1 Gambling, and 41 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 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 three (3) restaurants totaling 12,386 square feet of area plus approximately 1,800 square feet in ground floor outdoor dining patio and being secondary to the sale of food. It is not anticipated that the authorization for the existing restaurant will have any adverse impact on the community. The subject location is within a highly developed commercial corridor which has 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 three proposed restaurants would provide a desirable service in an area designated for Regional Commercial uses within

the Hollywood Center. 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.

9. 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 Project Site is zoned for commercial uses and will continue to be utilized as such with the development of new restaurant uses on the project site. With regard to surrounding sensitive uses, there are the following within a 1,000-foot radius of the site:

- MS Huda Daycare, 1330 N. June Street
- Hollywood's Young Stars Child Care, 6556 Fountain Avenue
- L.A.C.E.R. Afterschool Program, 1277 Wilcox Avenue, #2
- After School Stars, 6501 Fountain Avenue
- YMCA, 1553 Schrader Boulevard
- Selma Park, Selma Avenue and Schrader Boulevard
- B.H. RC School, 6550 Fountain Avenue
- L.A. Fire Department Historic Society Museum, 1355 Cahuenga Boulevard
- Frances Howard Goldwyn-Hollywood Regional Branch Library, 1623 Ivar Avenue
- Academy's Pickford Cultural Center, 1313 Vine Street

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. Residential uses are separated by a block of structures and additional uses, creating a buffer between the project site and sensitive uses. Additionally, the restaurant uses are facing Sunset Boulevard and away from the residential uses. Further, the Frances Howard Goldwyn – Hollywood Regional Branch Library and LA Film School are located over a block to the north, separated by Sunset Boulevard and multiple structures and uses. 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 zoning and in keeping with the existing uses adjacent to the development and will contribute to a neighborhood and will 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.

10. 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 Height District Change changes the Property's Height Districts from No. 2D and 1XL to Height District 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.

As discussed in Finding No. 1 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 and Hollywood Redevelopment Plan, 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.

11. 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 arrangement of buildings, off-street parking facilities, loading areas, lighting, landscaping, 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, which would activate the ground floor and contribute to the neighborhood's commercial activity.

Height Bulk and Mass

The Project at its tallest point would be approximately 275 feet to the top of the mechanical equipment level and approximately 251 feet to the top of the 14th floor (the last occupiable

level). The Project's heights are permitted as there are no height restrictions for the C2 or C4 zones within both the existing and proposed height districts for the Site, or the Regional Center Commercial land use designation within this area of Hollywood Community Plan. The land uses within the general vicinity of the Property are characterized by a mix of low- to high-intensity commercial and mixed-use buildings, which vary widely in building style and period of construction. The surrounding properties include industrial, creative office, innovation campuses, commercial retail, office, restaurant, residential bungalows, multi-family residential buildings, and surface parking lots, ranging from low-rise to high-rise buildings.

The Project Site is located near several large-scale projects, 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, in addition to the existing 14-story CNN building immediately to the east of the Project across Cole Place. These projects have also been able to support the increase in jobs and production uses in the Hollywood Community Plan area. Specifically existing buildings neighboring the Project Site, such as the 14-story CNN office tower, and an approved 19-story hotel across Sunset Boulevard from the project site at 6407 Sunset Boulevard (a determination letter was issued on March 1, 2017). A four-story hotel is located south of the project site at 1400 Cahuenga Boulevard. Additionally, the project site is located to the north of a 20-story mixed use complex at Ivar Avenue and De Longpre Avenue, with up to 250 dwelling units, and 100 hotel rooms, a restaurant, bar, market, and office. Further south, at the intersection of Fountain Avenue and Cahuenga Boulevard, there is a 7-story mixed-use project consisting of 369 units and commercial space. The project site is also located west of Sunset Boulevard and Vine Street, characterized by mid-rise and high-rise structures including the recently completed 23-story tower on Sunset Boulevard and Vine Street. Finally, a 26-story mixed-use building containing 200 dwelling units and 7,000 square feet of commercial floor area located at 6400 Sunset Boulevard was entitled by the City Planning Commission on March 14, 2019. The Project Site is also located within 0.5 miles from both the Hollywood and Vine, and Hollywood and Highland Metro B (Red) Line Stations. The Project will be compatible with the current arrangement, uses, and urban context of Hollywood. The 15-story tower will be similar in design, with a north-south arrangement to facilitate views of the Hollywood Hills, and height with other developments in the area. Specifically, new development listed above, as well as recently completed construction, as tall as 21 stories, as well as existing development buildings which have similar heights, from eight stories to 14 stories, the Project will integrate into the existing development pattern. Similarly, the Project Site is within walking distance of many restaurants, cafes, and developing uses in the Hollywood Community Plan area, and it would further Hollywood's economic growth.

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 pursuant to the C4 or C2 Zones and, accordingly, 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 1,179 parking spaces would be located on three subterranean, one at-grade, a mezzanine, and two above-grade levels, and the surface parking on the De Longpre Lot. The five parking spaces on the De Longpre Lot are intended to be used to access and maintain the LADWP equipment located on that lot.

There would be primary vehicular access points into the Project Site with two main points of ingress and egress lead to a ramp into the subterranean parking garage and the other ramp to the upper levels of the parking garage off Wilcox Avenue and Cole Place. The valet pickup and drop off area is also located on-site and is accessed via the vehicular entry points. 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 is located in a commercial zoned property and contains commercial uses, and therefore, the Project is required to provide a loading zone. The at-grade and screened loading zone for loading and trash operations has a tertiary driveway located further north along Cole Place from the tenant and guest parking. Loading would also be screened with glazed or frosted glass consistent with the rest of the ground floor design and conducted on-site to minimize the impact on the pedestrian experience and would therefore have no visual impact at the street level. In addition, the Project would also provide 141 bicycle parking spaces, comprised of 49 spaces for short term use and 92 spaces for long term use.

The Project's off-street parking and loading facilities would be located further from the pedestrian-oriented portions of the Project and closer to the parking garage, making it easier to access the Project's uses. The vehicular driveways are the minimum width required to be as efficient as possible and all driveways 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.

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 Sunset Boulevard and Wilcox Avenue. The Project would provide exterior low-level lighting to both the office building and the LADWP equipment area, and 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

Although the LAMC does not require any open space for commercial uses, the Project would include several open space areas, including landscaped outdoor terraces on the various upper floors. The Project would provide 61,449 square feet of open space, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscaped. Although open space is not required for the Project because there are no residential uses proposed, 32,077 square feet of the provided open space complies with LAMC provisions that would be necessary to qualify as private open space. The Project would enhance the streetscape around the Project Site by including outdoor dining areas along the Sunset Boulevard frontage, as well as making landscaping enhancements along Sunset Boulevard, Wilcox Avenue, and Cole Place, with new street trees and protected planters with public benches for pedestrians to rest in a shaded area. In addition, the Project includes 1,800 square feet of ground floor outdoor on-site dining as part of the restaurant space on the ground floor along Sunset Boulevard further enhancing the pedestrian experience. Furthermore, the Project has been conditioned to include a native and drought tolerate plant palette, a permanent trellis along the south façade at the alley, and a minimum of 30 trees: four on-site trees for the office tower, 24 street trees, and two trees on the De Longpre Lot, as well as being conditioned to provide public benches along Sunset Boulevard, Wilcox Avenue, and Cole Place. The Project is providing a total of 32 trees including both those on-site and in the public right-of-way.

Trash

The on-site trash collection and storage area is located within the fully enclosed and screened loading area off Cole Place. 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.

Signage

Project signage will be compatible with the commercial and entertainment-oriented uses of the Project Site and the Project vicinity. The signs include: four identification wall signs along the Sunset Boulevard frontage; two identification blade signs, one identification canopy sign, one identification high rise sign, and six identification wall signs along the Wilcox Avenue frontage; two identification blade signs, one identification high rise sign, and seven identification wall signs along the Cole Place frontage; and two wall signs along the Alley. The Project's Sunset Boulevard frontage is located within the boundaries of the Hollywood Signage Supplemental Use District (Sign District), Ordinance Number 181,340. There are seven signs that are located within the boundaries of the Signage Supplemental Use District. All signs located within the Sign District are consistent with the standards set forth in the Signage Supplemental Use District, all other signs are consistent with LAMC Section 14.4.

12. 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. Additionally, the Project is conditioned

to provide both street and on-site trees as well as to provide benches along the street frontages. The Project would provide 61,449 square feet of open space, of which 12,290 square feet would be landscaped and 49,159 square feet would be hardscaped. Although open space is not required for the Project because there are no residential uses proposed, 32,077 square feet of the provided open space complies with LAMC provisions that would be necessary to qualify as private open space. Furthermore, in addition to adding new street trees, the Project is conditioned to provide public benches along Sunset Boulevard, Wilcox Avenue, and Cole Place.

Project Permit Compliance Review Findings for the Hollywood Signage Supplemental Use District Sign District

The Project Site is partially located within the Hollywood Signage Supplemental Use District, Ordinance No. 181,340 (Sign District), and therefore, Project signage within the Sign District area is subject to the regulations identified therein. The Project's Sign Program is included on Sheets 51-58 of the design plans (Exhibit A). The Sign District states that when certain sign types are proposed on a building within the Sign District, Project Permit Compliance approval is required pursuant to Sections 6.C and 6.G of the Sign District Ordinance. The Sign Program includes signs that require Project Permit Compliance Review approval (wall signs larger than 75 square feet), and therefore, pursuant to Section 6.G of the Sign District Ordinance, the following findings must be made by the decision-maker for Project Permit Compliance approval:

13. For signage propose on Historic Cultural Monuments, Historic Buildings or buildings identified in a historic survey established by the Director or the CRA, the Cultural Heritage Commission has found the project to be in conformance with Article 22.171 of the LAAC.

The Project proposes to demolish existing surface parking lots, retail, and office uses to allow development of the Project. As set forth in detail in the Environmental Impact Report prepared for the Project, none of the existing buildings on the Project Site bear any architectural or historic significance or are listed as a Cultural-Historic Monument by the City and listed in, determined, or appear to be eligible for listing in the National Register of Historic Places are determined to be of architectural and/or historic significance. Therefore, no signage is proposed on historic structures.

14. All existing and proposed signs do not obscure street view of Character Defining Features of Historic Buildings, Historic signage; the Hollywood Hills and the Hollywood Sign.

All proposed signs would be located directly upon the building facades. Moreover, as identified on page IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR prepared for the Project, the Project would not cause a substantial adverse change in the significance of historic resources, and therefore, impacts to historical resources would be less than significant. Accordingly, no individual signs would have the capacity to obscure street views of Character Defining Features of Historic Buildings, Historic signage, the Hollywood Hills, or the Hollywood Sign.

15. All proposed signage complies with the applicable regulations found in Sections 5 and 7 of this Ordinance.

The Sign Program would comply with the applicable regulations of Sections 5 and 7 of the Sign District. The Sign Program does not include any of the prohibited signs identified in Section 5.B

of the Sign District. Moreover, the Sign Program does not include any off-site signage on Ledge Signs, Awning Signs, Monuments Signs, Pedestrian Signs, or Wall Signs pursuant to Sign District Section 5.D. Furthermore, the Sign Program does not include any digital signs.

The Sign Program would comply with the maximum allowable sign area for the portions of the Project Site located within the Sign District – Sunset Boulevard has a maximum sign area of 310 square feet (155 linear feet x 2), Wilcox Avenue has a maximum sign area of 340 square feet (170 linear feet x 2), and Cole Place has a maximum sign area of 340 square feet (170 linear feet x 2) pursuant to Sign District Section 5.E. Lastly, the Sign Program would comply with the standards for specific sign types identified in Section 7 of the Sign District as shown on Exhibit A and discussed below (Section 7.L, Standards for Wall Signs). The table below shows the type, number, and area of the signs located within the Sign District.

Although allowed under the Sign District, there are no Digital Displays or off-site signage proposed by the Project.

Signs Located Within the Hollywood Sign District					
Street Frontage	Sign Type	Quantity	Dimensions	Area	Total
Sunset Blvd	Wall Sign Tenant ID <i>Max area 300sf</i>	3	10 ft x 8.75 in	7.3 sf	22 sf
	Wall Sign <i>Max area 300sf</i>	1	20 ft x 14 ft-5 in	228 sf	228 sf
310 sf allowed					310 sf
Wilcox Ave	Wall Sign Tenant ID <i>Max area 300sf</i>	2	20 ft x 18 in	30 sf	60 sf
	Projecting Sign – Blade Sign	1	3 ft x 9 ft	27 sf	54 sf ¹
340 sf allowed					60 sf
Cole Pl	Wall Sign Tenant ID <i>Max area 300sf</i>	1	20 ft x 18 in	30 sf	30 sf
	Wall Sign <i>Max area 300sf</i>	1	20 ft x 15 ft	300 ft	300 sf
340 sf allowed					330 sf
¹ Projecting Signs – Blade Signs are not counted toward the maximum sign area per Sign District Section 5.E					

Sign District Section 5.G Fire Safety: New signs shall be constructed of noncombustible materials.

The proposed signage would be constructed to the standards of the Los Angeles Fire Department and the Department of Building and Safety.

Sign District Section 5.H Illumination: Illuminated signs shall be designed, located or screened so as to minimize direct light sources onto walls of residential units and into windows of commercial buildings.

The proposed signage would not direct light sources onto any exterior walls of residential units or into the window of any commercial buildings, in compliance with Section 5.H.

Sign District Section 7.L Standards for Wall Signs:**a. Location:**

- i. Notwithstanding the provisions of Section 14.4.10 of the Code to the contrary, no portion of any Wall Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade as measured vertically, whichever is lower.
- ii. A Wall Sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings.

The Wall Signs located along Sunset Boulevard, Wilcox Boulevard, and Cole Place are all located on the first-floor façades, and no Wall sign is located higher than 35 feet above grade as measured vertically. The Wall Signs are located above entry doors and above windows so that no Wall Sign covers the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The Project has been conditioned so that Wall Signs be located below the second level and that they do not cover the windows, doors, vents, or other openings.

b. Area: A single Wall Sign shall not exceed 300 square feet in area.

The Project is allowed a maximum of 300 square feet in area per Wall Sign. There are three (3) proposed Wall Signs along Sunset Boulevard that are all tenant identification signs. The signs measure 10 feet by 9 inches, or 7.75 square feet per sign which is less than the otherwise allowed 300 square feet per sign. There is one (1) additional Wall Sign proposed along Sunset Boulevard that is 228 feet in area, in compliance with this requirement. There are two (2) Wall Signs along Wilcox Avenue that are tenant identification signs. The signs are 20 feet by 18 inches, or 30 square feet in area each which is less than the allowed 300 square feet per sign. There are two (2) Wall Signs proposed along Cole Place. One (1) Wall Sign is a tenant identification sign that measures 20 feet by 18 inches, or 30 square feet in area. The second Wall Sign measures 21.5 feet by 14 feet, or 300 square feet in area. Therefore, each sign is equal to or less than the allowed 300 square feet per sign. The Project is conditioned so that a Wall Sign shall not be greater than 300 square feet.

16. That the project incorporates mitigations measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.

As identified on page IV.B-34 in Section IV.B, Cultural Resources, of the Draft EIR prepared for the Project, the Project (including the Sign Program) would not cause a substantial adverse change in the significance of a historic resources, and therefore, impacts to historical resources would be less than significant. The project-level EIR prepared for the proposed Project has adequately analyzed all potential environmental impacts of the Project, evaluated potentially feasible alternatives, and imposed mitigation measures where necessary.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The City, as Lead Agency, has evaluated the environmental impacts of the Sunset Wilcox Project by preparing an environmental impact report (EIR) ENV-2020-1930-EIR (SCH No. 2020120005). The EIR was prepared in compliance with the California Environmental Quality

Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the “CEQA Guidelines”).

The Sunset Wilcox Project, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Sunset Wilcox Project (Project), located at 6450-6462 W. Sunset Boulevard; 1420-1454 N. Wilcox Avenue; 1413-1447 N. Cole Place; and 6503 W. De Longpre Avenue (Project Site). The Project as analyzed in the EIR, proposes up to 443,418 square feet of commercial space consisting of 431,032 square feet of office and 12,386 square feet of ground floor restaurant space, plus an additional 1,800 square feet of ground floor outdoor dining areas adjacent to the restaurants. The proposed building would include 15 stories and would measure approximately 275 feet in height. The Project would include three (3) levels of subterranean parking and at-grade and mezzanine levels, and two (2) above grade levels of vehicular parking.

The Draft EIR was circulated for a 46-day public comment period beginning on June 16, 2022 and ending on August 1, 2022. A Notice of Completion and Availability (NOC/NOA) was distributed on June 16, 2022, to all property owners within 500 feet of the Project Site, public agencies, 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 could be accessed and reviewed by members of the public by appointment with the Planning Department. Additionally, due to the circumstances created by the COVID-19 pandemic, copies of the Draft EIR were made available to the public on CD-ROM or in hard copy upon request to the Department of City Planning at the contact information listed on the NOC/NOA. A copy of the document was also posted online at <https://planning.lacity.org>. Notices were filed with the County Clerk on June 16, 2022.

The Final EIR was then distributed on August 26, 2022. The Advisory Agency certified the EIR on September 9, 2022 (Certified EIR) in conjunction with the approval of the Project's Vesting Tentative Tract Map (VTT-83088). In connection with the certification of the EIR, the Advisory Agency adopted CEQA findings and a Mitigation Monitoring Program as a condition of approval. This decision was appealed and is pending decision by the City Planning Commission concurrent with the subject case. All mitigation measures in the Mitigation Monitoring Program are also imposed on the Project through Conditions of Approval of CPC-2020-1929-ZC-HD-MCUP-SPP-SPR, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

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).

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). 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. 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.

PUBLIC HEARING AND COMMUNICATIONS

A Public Hearing was conducted by the Hearing Officer, on behalf of the City Planning Commission, telephonically and virtually via Zoom on September 7, 2022 at 9:30 AM. In attendance were the Project Applicant's Team and Representative, and members of the general public.

PUBLIC HEARING AND TESTIMONY

At the time of the public hearing, on September 7, 2022 at 9:30 AM, there were a total of 41 participants, at maximum, during the meeting including City Planning Staff, the Applicant team, and members of the public. Seven people spoke at the hearing, not inclusive of the Applicant team; five people spoke in support of the project and two people spoke in opposition to the Project. One person was unable to speak at the hearing and submitted a written letter date September 7, 2022 (listed below) instead.

Support for the project generally focused on the Project's aesthetics and design compliments to the surrounding area, activation of the Sunset Boulevard frontage, jobs creation, the supply of parking, the open space amenities for the offices, and the investment in the community and local construction jobs.

Opposition to the project centered on the size and scale of the Project in regard to the neighboring properties and residential areas to the west, the 6:1 floor area ratio for an office tower with no residential units, concern over the conversion of the above grade parking to other uses thereby further increasing the FAR, the massing of the building toward De Longpre Avenue, the use of alcohol in the terraces and the over saturation of alcohol use in the area, the potential of reflected sunlight off the window glazing, and questions about the community benefits of the project.

Summary of Public Hearing and Communications

1. Present: There was a total of 41 participants, at maximum, during the meeting including City Planning Staff, the Applicant team, and members of the public.
2. Public Speakers: Seven people spoke at the hearing, not inclusive of the Applicant team; five people spoke in support of the project; two people spoke in opposition to the Project. In addition, a total of four written comments were received.
3. The Applicant's Representative described the Project design and entitlement requests.
4. Public Hearing Testimony

Speaker Comments Supporting the Project

- The Project would support union labor in the building and construction trades.
- Project will increase commercial office jobs that will in turn support local businesses and farmer's market.
- Project will improve the aesthetics of the area.
- The ample supply of parking is good for the area.
- The inclusion of open space for the office uses enhances the space and building.
- The Project compliments and enhances the area and the neighboring buildings.
- Activation of Sunset Boulevard and Wilcox Avenue is welcome, will uplift the area.

- The Project is an investment in the community.

Speaker Comments in Opposition to the Project

- The Project will increase cut through traffic along De Longpre Avenue and add to the existing heavy commuter traffic.
- The Project is too tall especially toward De Longpre Avenue.
- Clubs and outdoor dining will increase noise.
- Outreach did not reach all neighbors.
- The 6:1 FAR has not been used for other office projects in the area only residential projects. And the potential conversion of the above grade parking would raise the FAR above 6:1.
- There is an over saturation of alcohol uses in the area and no alcohol is allowed in terraces in the C4 Zone.
- What are the community benefits of the Project?
- Questions if the glazing and window treatment will cause reflection and glare.

One attendee was unable to speak during the virtual meeting and was instructed to submit a written comment to the staff planner. The attendee did submit a letter dated September 7, 2022, which is summarized below.

Response to Public Testimony: The Applicant's Representative clarified statements made regarding the restaurant use and the alcohol request is limited to the ground floor along Sunset Boulevard; the potential of traffic along De Longpre Avenue was analyzed in the Transportation Assessment reviewed by LADOT and would not raise to the level of an impact to the street; that any conversion of parking to other uses would require additional entitlement requests and CEQA analysis; and that the building height and scale is in proportion to neighboring office towers. Staff also clarified the radius of the Project's radius and that the property in question was just outside of notification 500-foot radius.

WRITTEN CORRESPONDENCE

Planning Staff received four written comments from members of the public regarding the Project (Exhibit D).

1. On July 5, 2022, a letter of support was received from Mitchell M. Tsai of Mitchell M. Tsai Attorney At Law, representing the Southwest Regional Council of Carpenters (SWRCC).
2. On August 15, 2022, a letter was received from Rachel Kurstin of No Expectations Management, owner of the property located at 6507-6509 W. De Longpre Avenue immediately adjacent to and across from the alleyway from the Project Site, expressing support for the Project and support for the requested alleyway dedication waiver.
3. On September 6, 2022, a letter was received from David Carrera of 6530 Leland Way, expressing opposition to the increase in floor area ratio, to a commercial office project, project scale compared to neighboring structures, the inclusion of above grade parking, and the request for a main conditional use for alcohol.
4. On September 7, 2022, a letter was received from Kitty Gordillo, Executive Director for the Hollywood Police Activities League (PAL). The letter expressed support for the Project for investing in the community, activating Sunset Boulevard and Wilcox Avenue, and creating new jobs and safe spaces in an area that has become dilapidated.

5. On September 10, 2022, a letter was received from Alek Friedman, a local resident of Hollywood, California. The letter expressed support for the Project.
6. On September 20, 2022, a subsequent letter was submitted by David Carrera on the entitlement requests. In his letter, Mr. Carrera rightly pointed out that the entitlement noticed and heard at the September 7, 2022, joint Advisory Agency and Hearing Officer Hearing, and for the September 22, 2022, City Planning Commission meeting did not list the zone change entitlement within the case suffix. Additionally, Mr. Carrera states the Project's total floor area is in error since it relies on lots separated by an alley without vacating the alley; that the since the associated tract is appealed then the requested dedications and mergers and EIR are not final; and that staff report for the September 22, 2022, City Planning Commission did not include the proper Hollywood Redevelopment Plan findings necessary to allow a development above a 4.5:1 FAR.
7. On October 17, 2022, a letter was received from Alek Friedman of Urban Growth Advocates. The letter expressed support for the project and requested the project not use black as part of the color palette and to install decorative pavers as part of the project.

The notice for the September 7, 2022, Public Hearing erroneously excluded the Zone Change entitlement from the case entitlement string. The Project Case Number was listed as CPC-2020-1929-HD-MCUP-SPP-SPR rather than CPC-2020-1929-ZC-HD-MCUP-SPP-SPR.

A Zone Change entitlement is required for all Height District change requests. The omission of the Zone Change to the entitlement string was a clerical error and does not indicate a change in the applicant's entitlement request nor a change in any of the underlying C4 or C2 Zones or the Regional Center Commercial land use designation. The existing zoning for the Site is C4-2D-SN, C4-2D, and C2-1XL. The request is for the replacement of the existing D-Limitation and the 1XL Height District with Height District 2 and a new D Limitation throughout the entire Project Site. The resulting zones would be C4-2D-SN, C4-2D, and C2-2D. As such there was no substantive change in the Project's entitlement request, proposed zoning, nor in the proposed Project itself.

Staff has recommended two Qualified (Q) Conditions to accompany the entitlement in Section (Q) Qualified Conditions of this report. The first condition requires the use and development of the property to substantially conform with the application and the Exhibit A plans. The second clearly states that the Project Site may also be developed with residential uses in accordance with the standards of the current zoning.

Additionally, the Project is conditioned to allow the 6:1 FAR averaged across the entire site that includes lots on either side of the alley with height limits for each lot listed in the D-Limitation contingent on a covenant being provided to the City that guarantees the development is a unified development.

All required findings under the Hollywood Redevelopment Plan, including those referenced in Mr. Carrera's September 20 letter, are provided in this Staff Recommendation Report and are before the City Planning Commission for its consideration. In addition, as noted throughout this Staff Recommendation Report, the appeal of the Vesting Tentative Tract Map No. 83088, including the certification of the EIR, are also before the City Planning Commission under concurrent associated case no. VTT-83088-1A, consistent with the requirements of CEQA and the LAMC.

Case Number: CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

EXHIBIT A

Project Plans and Sign Program



SUNSET + WILCOX

ENTITLEMENT SUBMISSION

AUGUST 25, 2022

Gensler SALT

EXHIBIT "A"

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SITE PLOT PLAN

Project Address	
6460 West Sunset Boulevard, Los Angeles, CA 90028	
Legal Description	
1450, 1452, 1454 N. Wilcox Avenue Tract TR 1998; Block None; Lot FR 6; Arb None	
6460, 6462 W. Sunset Boulevard Tract TR 1998; Block None; Lot 7; Arb None	
6450 W. Sunset Boulevard and 1445, 1447 N. Cole Place Tract TR 1998; Block None; Lot FR 8; Arb None	
1439, 1441, 1443 N. Cole Place and 1440 N. Wilcox Avenue Tract Lander Tract; Block None; Lot FR 4; Arb None	
1434, 1436, 1438 N. Wilcox Avenue and 1433, 1435 N. Cole Place Tract Lander Tract No. 2; Block None; Lot FR 1; Arb None	
1427 N. Cole Place and 1432, 1432½ N. Wilcox Avenue Tract Lander Tract No. 2; Block None; Lot FR 2; Arb 1	
No Address; Tract Lander Tract No. 2; Block None; Lot FR 2; Arb 2	
1424, 1426, 1428 N. Wilcox Avenue and 1425 N. Cole Place Tract Lander Tract No. 2; Block None; Lot FR 3; Arb None	
1420 N. Wilcox Avenue and 1417, 1419 N. Cole Place Tract Lander Tract No. 2; Block None; Lot FR 4; Arb None	
1413 N. Cole Place and 6503 De Longpre Avenue Tract Lander Tract No. 2; Block None; Lot 8; Arb None	

Site Information

Project		
Existing Zone:	C4-2D-SN; C4-2D; C2-1XL	
Proposed Zone:	C4-2-SN; C4-2; C2-2	
General Plan Designation: Regional Center Commercial		
Community Plan Area: Hollywood		
Building Type Type IV-A over Type I Construction		
Fire Protection Fully Sprinklered		
Height	Top of Building	275 ft
	Top of Parapet	271 ft
	Top of Habitable Floor	251 ft
Primary Structure Reinforced cast-in-place concrete		
Primary Exterior Curtain wall, precast concrete and metal		
Lot Area	SUNSET LOT	64, 719 sf
	DELONGPRE LOT	7, 199 sf
Merger Area	2, 275 sf	
Total Site Area	= 73,903 sf	
Total Floor Area	= 443,418 sf	
FAR	= 6:1	

Parking Calculations

Parking Required (Code minimum as required per LAMC SEC. 12.21, State Enterprise Zone 12.21-A.4(x)(3))			
Proposed Restaurant	12, 386 sf (1/500sf)	=	24 Stalls
Proposed Office	431,032 sf (1/500sf)	=	862 Stalls
Bike Parking Required & Provided			
Short Term		=	49 Bikes
Long Term		=	92 Bikes
Parking Stall Reduction (1:4)			
Total Stalls Required			
= 852 Stalls			
Standard Stalls Required (60%)			
= 512 Stalls			
Parking Provided:			
Proposed Commercial (B3 Level)		=	164 Stalls
Proposed Commercial (B2 Level)		=	173 Stalls
Proposed Restaurant/Commercial (B1 Level)		=	162 Stalls
Proposed Commercial (Ground Level)		=	21 Stalls
Proposed Commercial (Mezzanine Level)		=	26Stalls
Proposed Commercial (Level 03)		=	308 Stalls
Proposed Commercial (Level 04)		=	320 Stalls
DeLongpre Site		=	5 Stalls
Total Parking Stalls Provided			
= 1,179 Stalls			
Compact Parking Stalls			
= 645 Stalls			
Standard Parking Stalls			
= 534 Stalls			

Landscaping

Per LAMC SEC. 12.40			
Planting Area –	12,290 sf (443,418sf)	=	2.8 %
Hardscaping –	49,159 sf (443,418sf)	=	11.1 %
Open Space Calculation			
Open Space Required:	None Required Per Code		
Open Space Provided:	32,077 sf		
Trees Removed		= 16 Total Trees	
Street Trees		= 12 Trees	
On-Site Trees		= 4 Trees	
Trees Required		= 30 Total Trees	
Street Trees (2:1 ratio)		= 24 Trees	
On-Site Trees (1:1 ratio)		= 4 Trees	
Surface Parking (1 Tree per 4 cars)		= 2 Trees	
Trees Provided		= 32 Total Trees	

- Extents of Lower Office Levels & Podium Parking
- Extents of Upper Office Levels
- Existing Buildings To Be Demolished
- Property Line
- Existing Trees
- New Trees

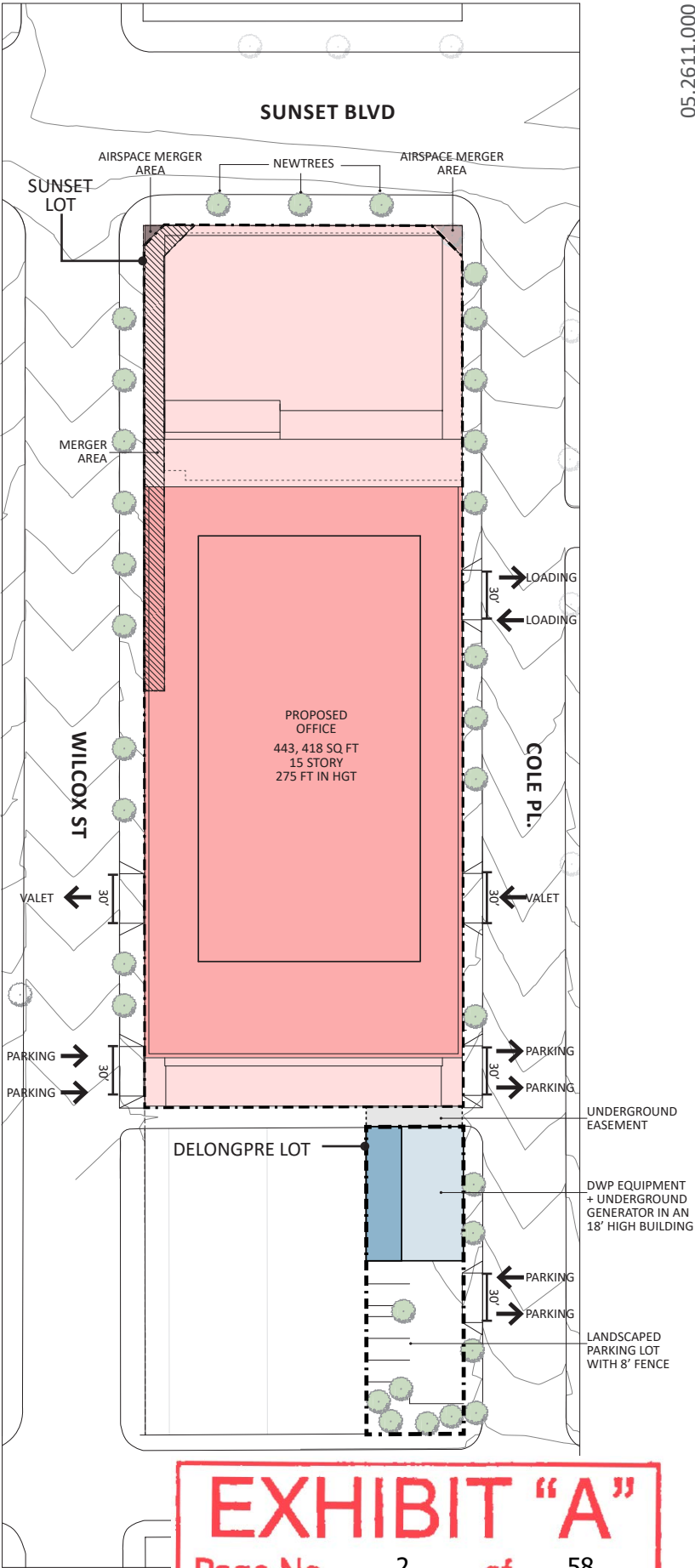
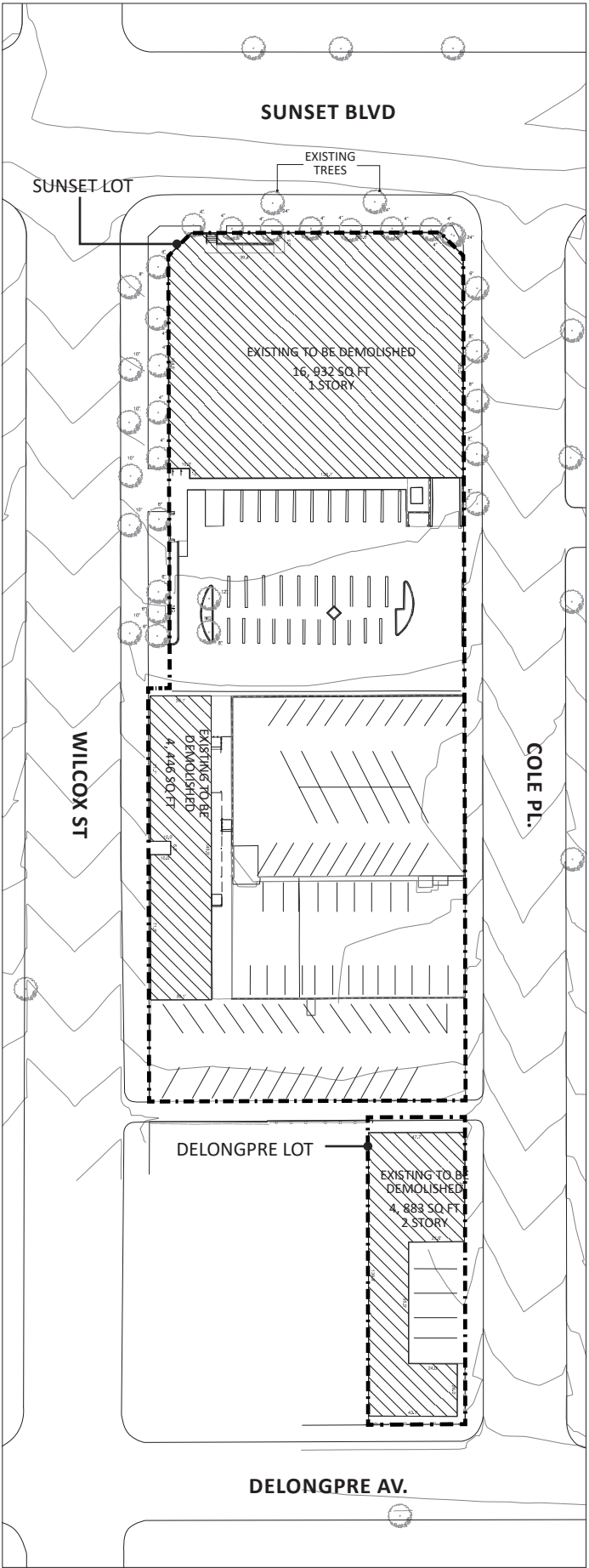


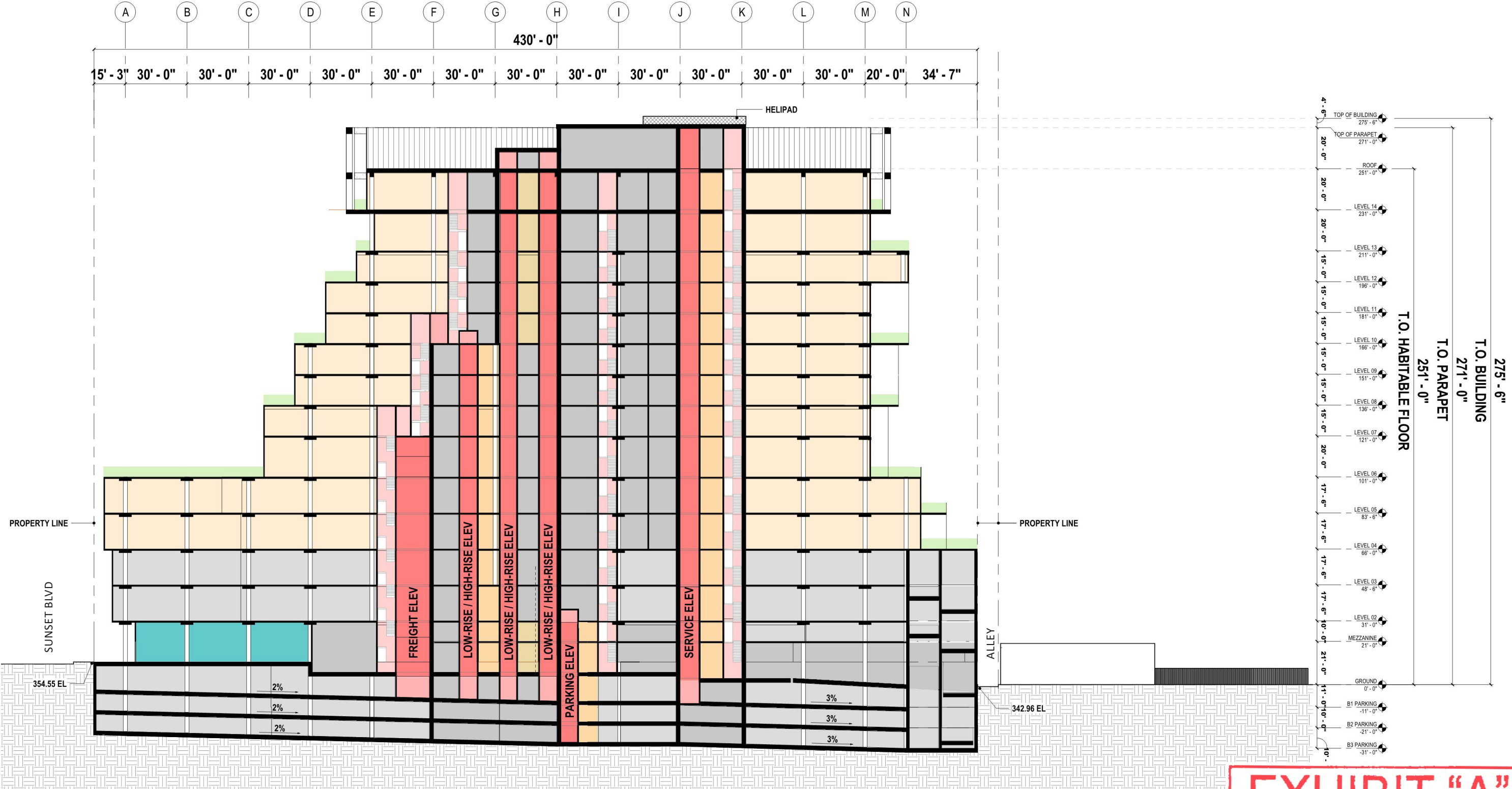
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BUILDING SECTION DIAGRAM NORTH - SOUTH

05.2611.000



RESTAURANT	STAIRS	PARKING
OFFICE	ELEVATOR	MEP
LANDSCAPE		

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FLOOR PLAN DIAGRAM PARKING LEVEL B3

05.2611.000

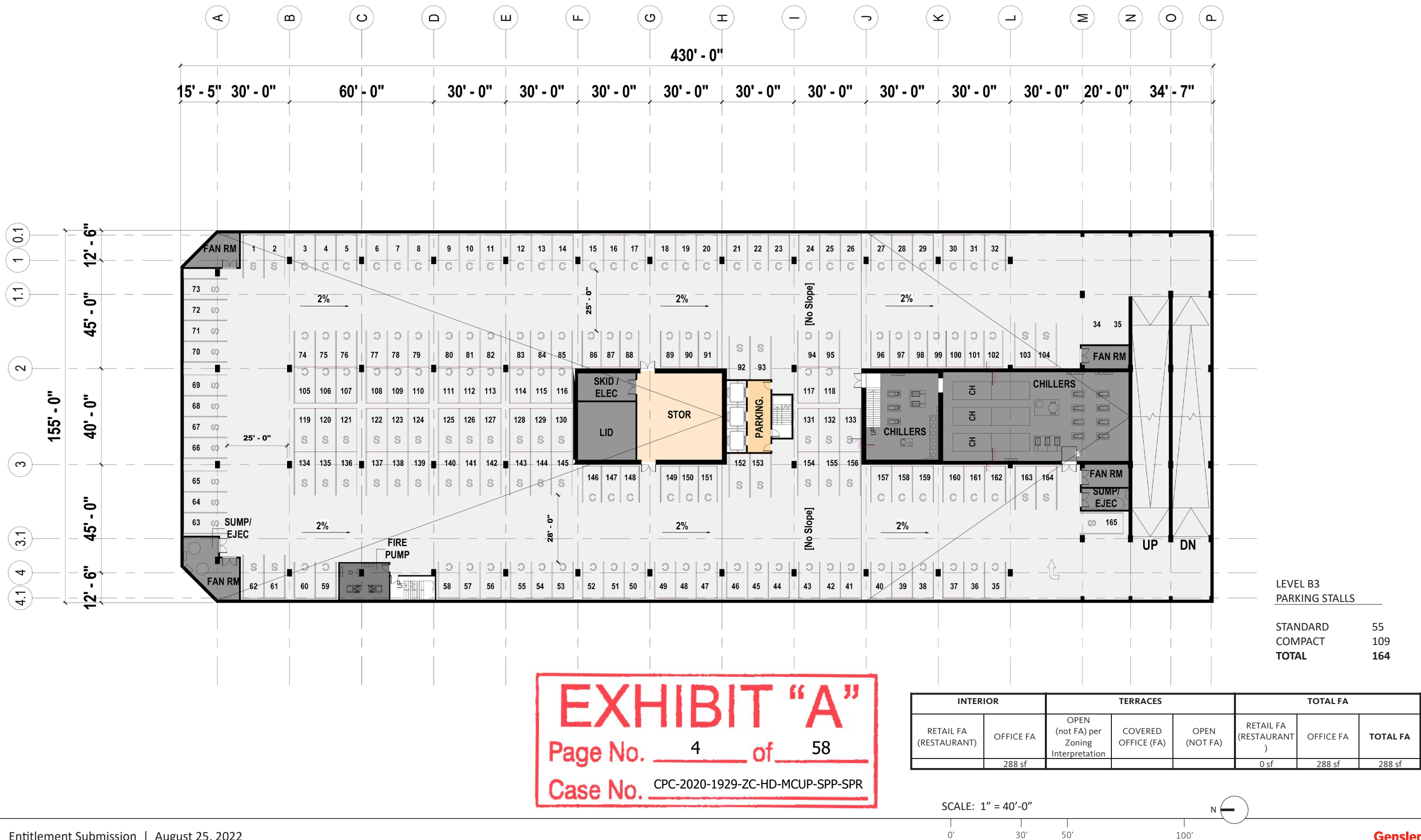
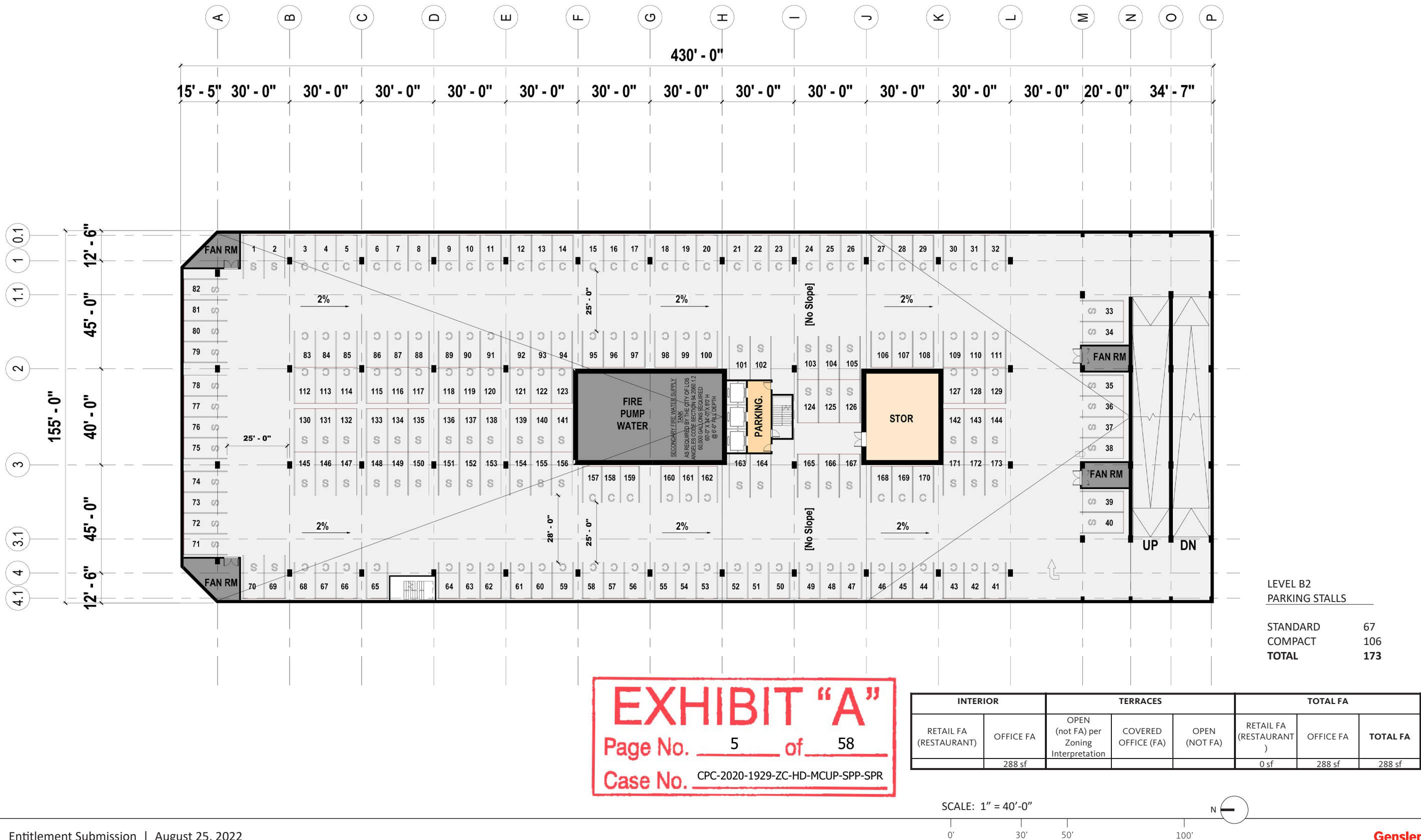


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FLOOR PLAN DIAGRAM PARKING LEVEL B1

05.2611.000

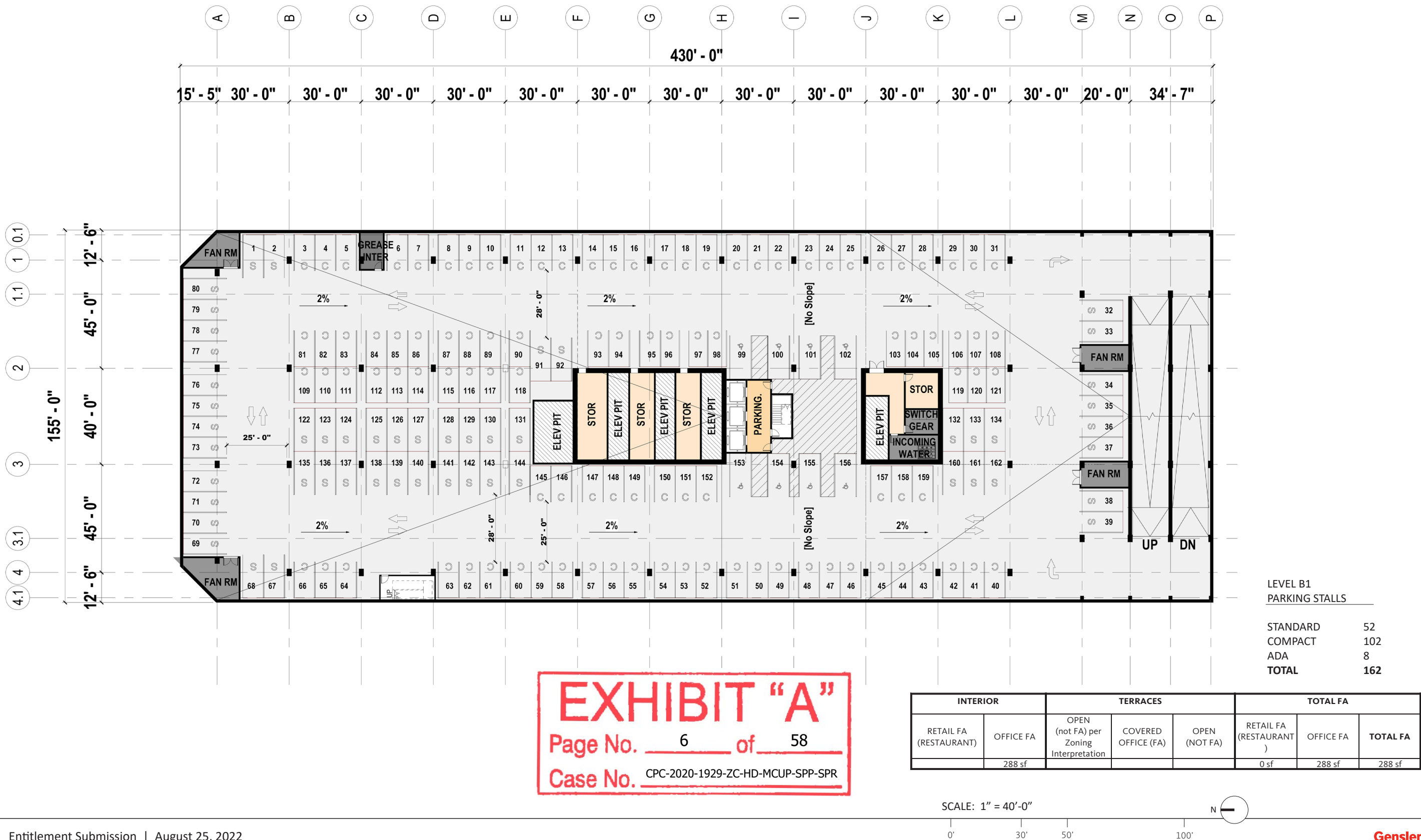
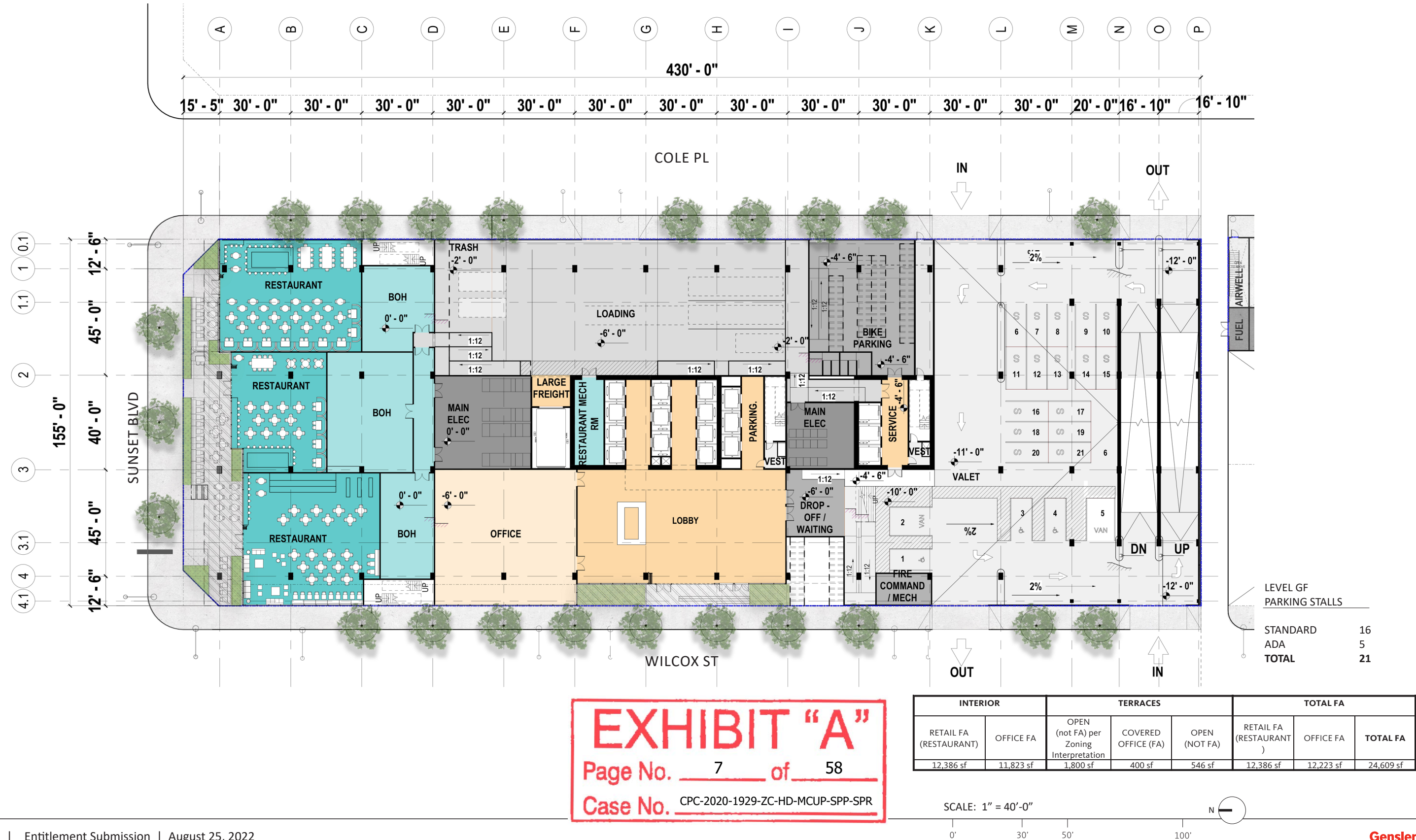


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GROUND LEVEL CIRCULATION

05.2611.000



- PEDESTRIAN
- RIDESHARE / SHUTTLES
- BIKE ARRIVAL
- VEHICLE
- SERVICE
- SECURITY

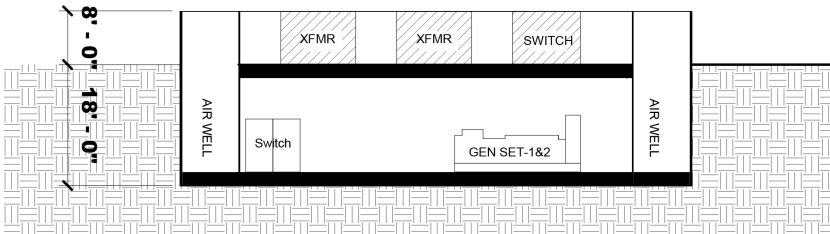
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FLOOR PLAN DIAGRAM GROUND LEVEL 01 - DE LONGPRE PARCEL

SECTION DIAGRAM



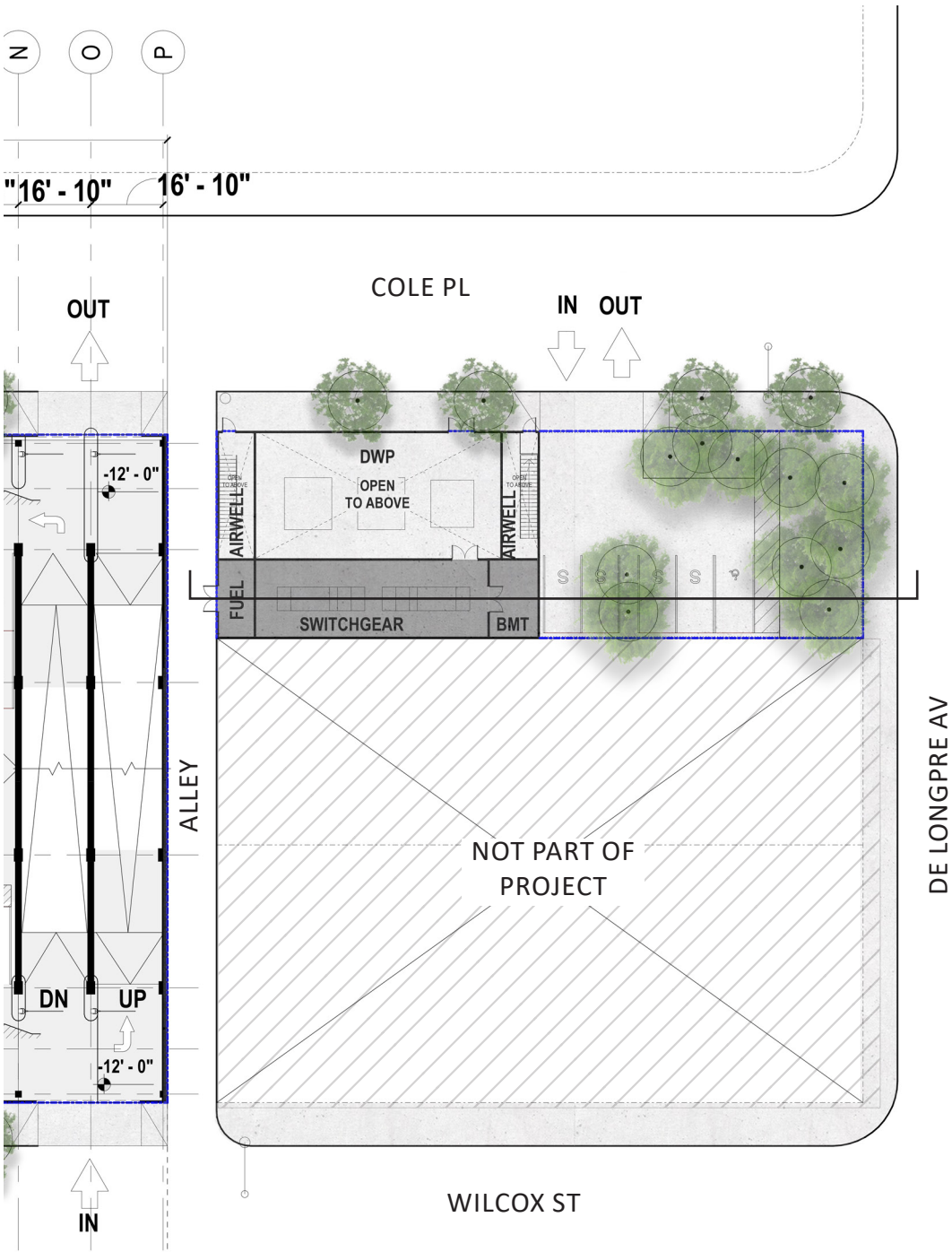
2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



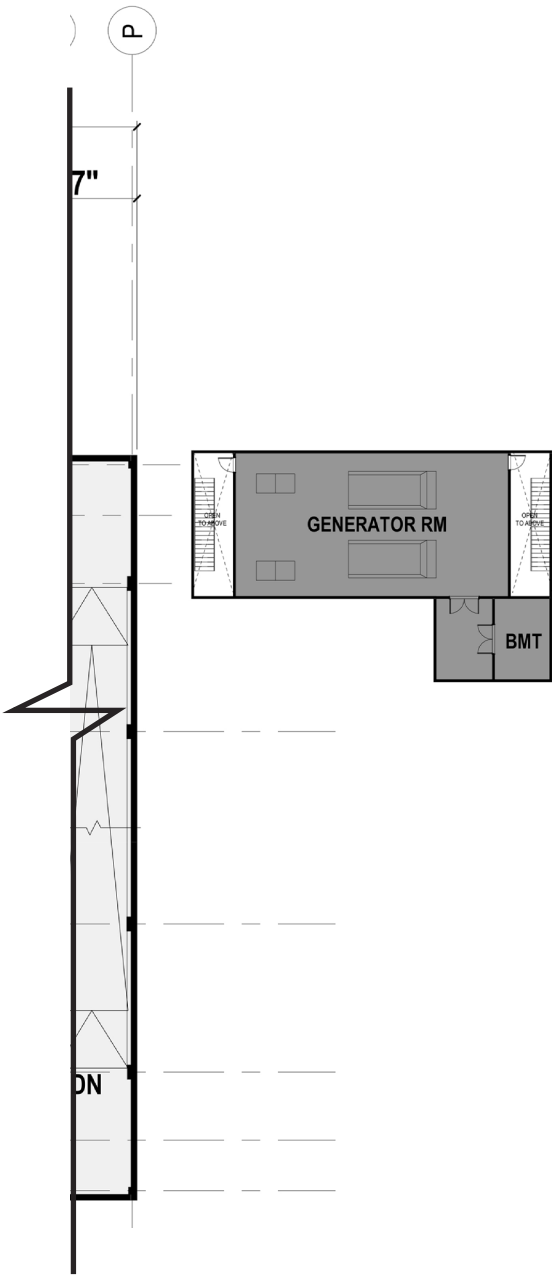
1. MASS TIMBER

05.2611.000

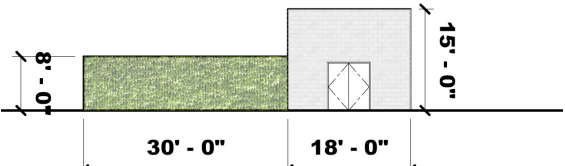
AT GRADE PLAN



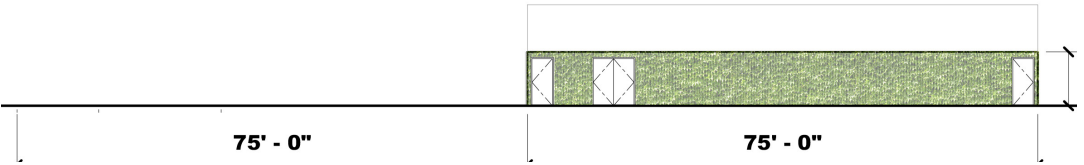
BELOW GRADEPLAN



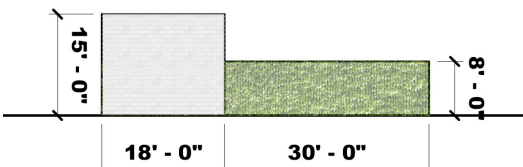
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

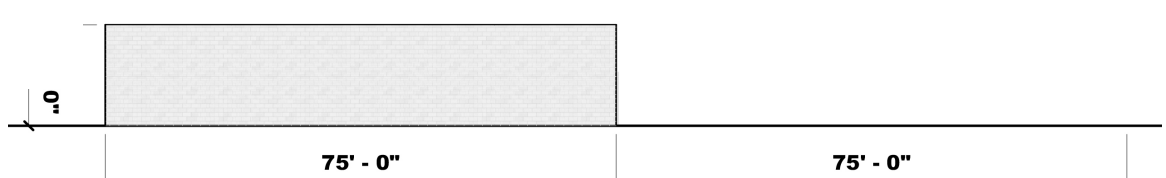


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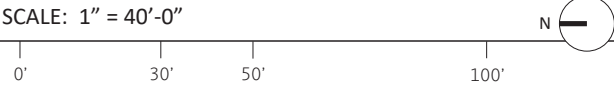
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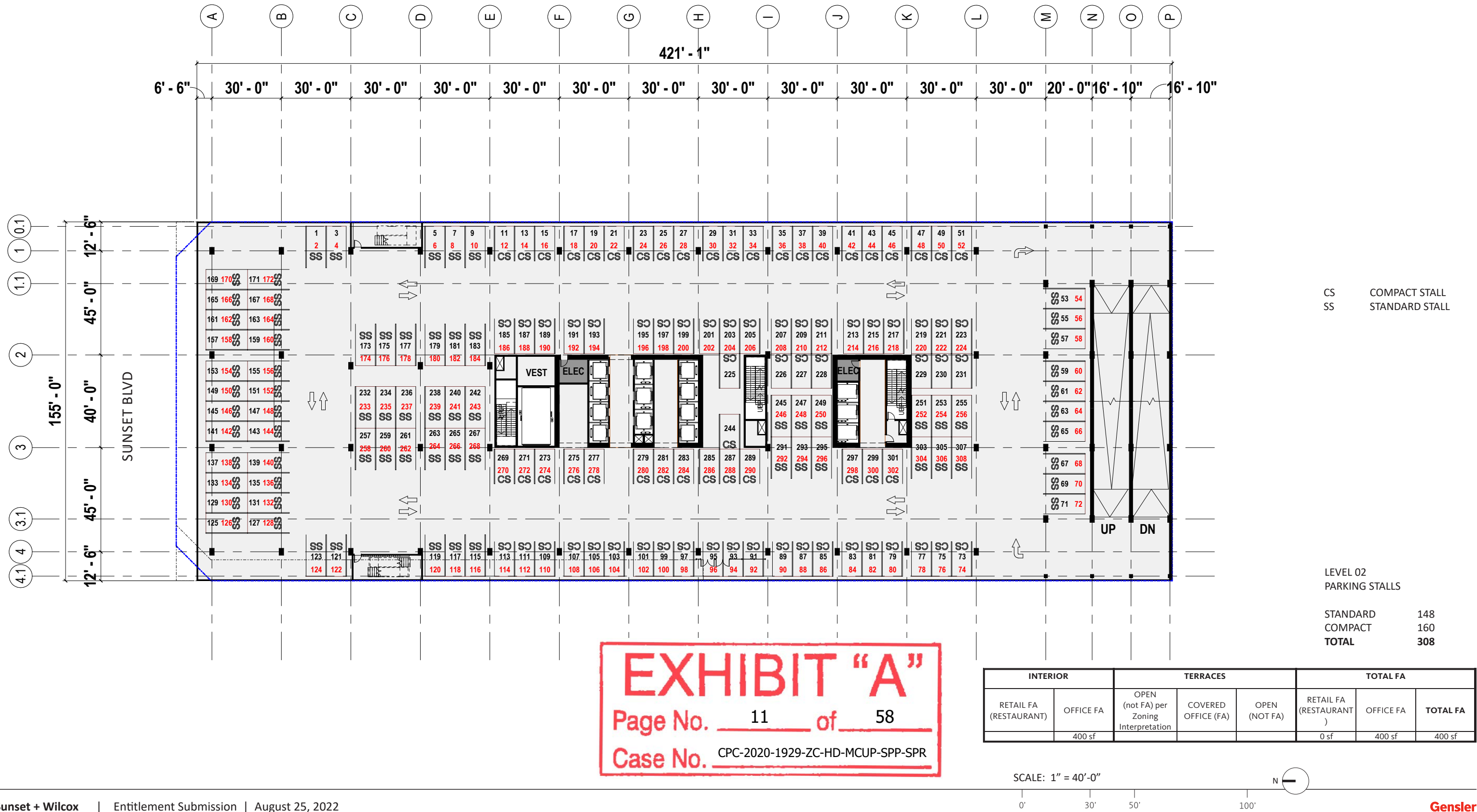




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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	2,693 sf				0 sf	2,693 sf	2,693 sf





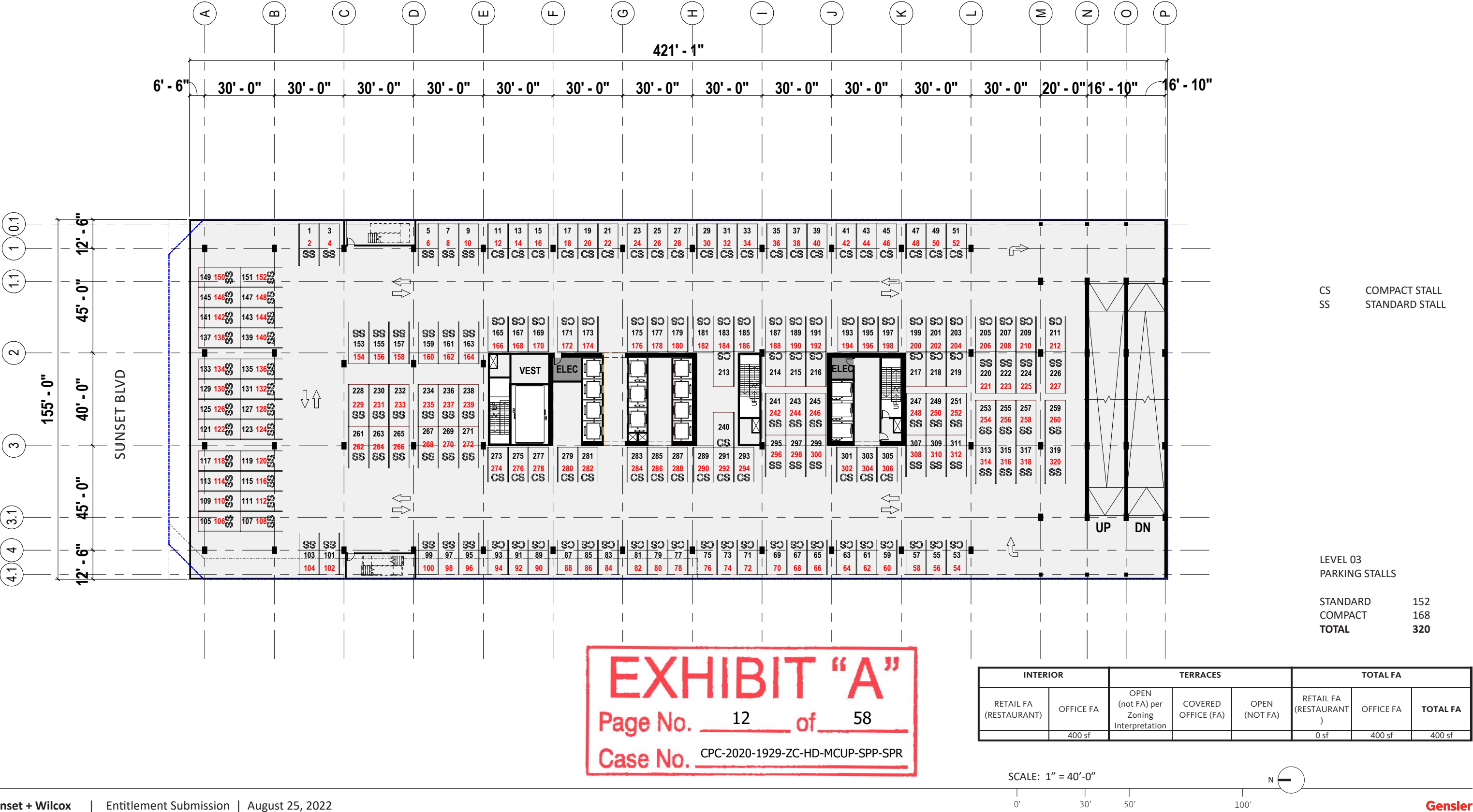
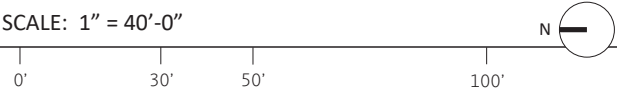




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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	57,125 sf		2,370 sf	2,099 sf	0 sf	59,495 sf	59,495 sf



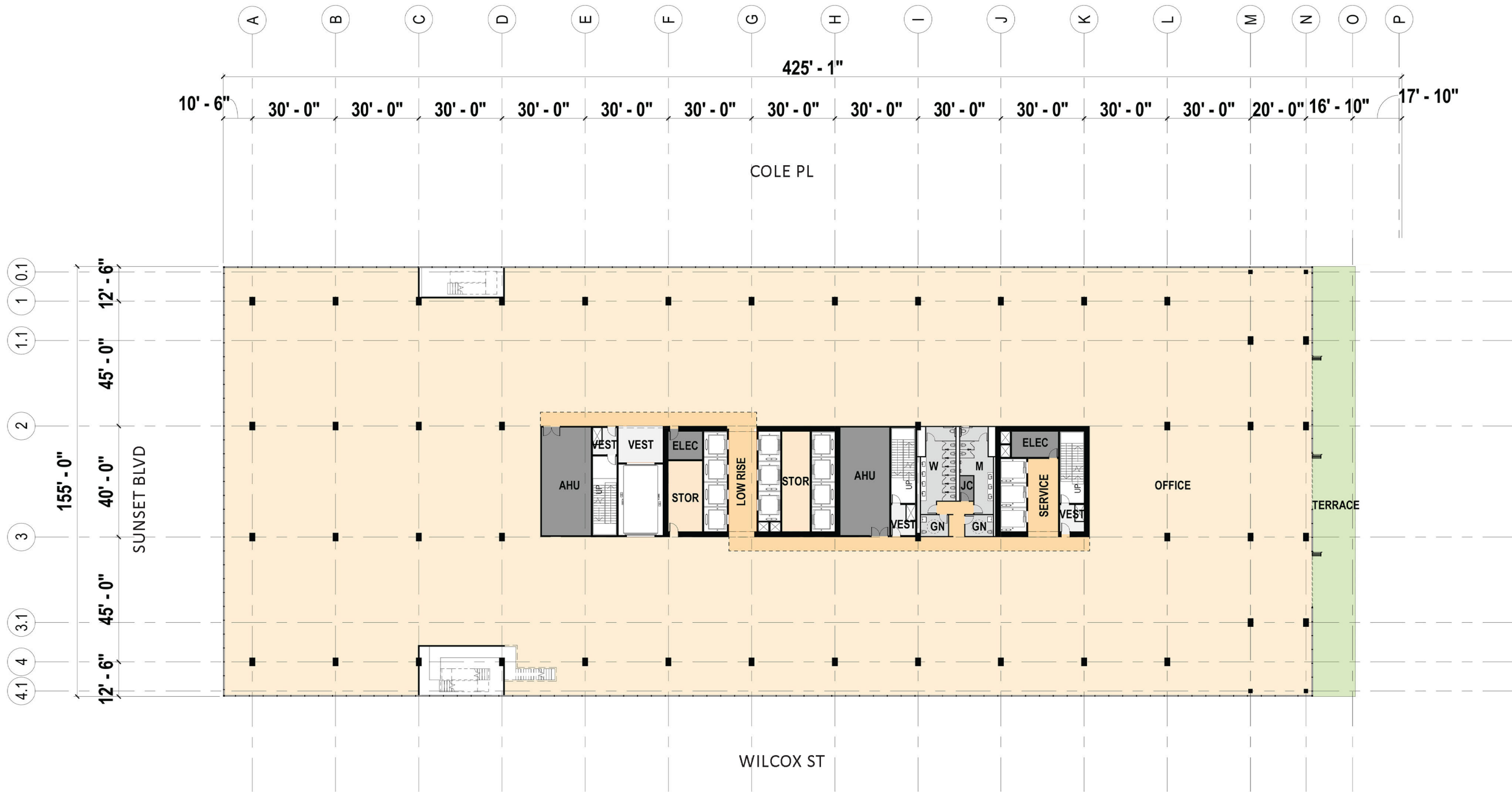
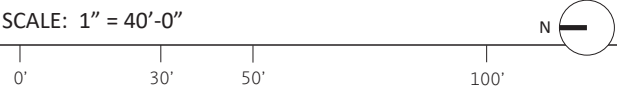


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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	57,125 sf			2,370 sf	0 sf	57,125 sf	57,125 sf



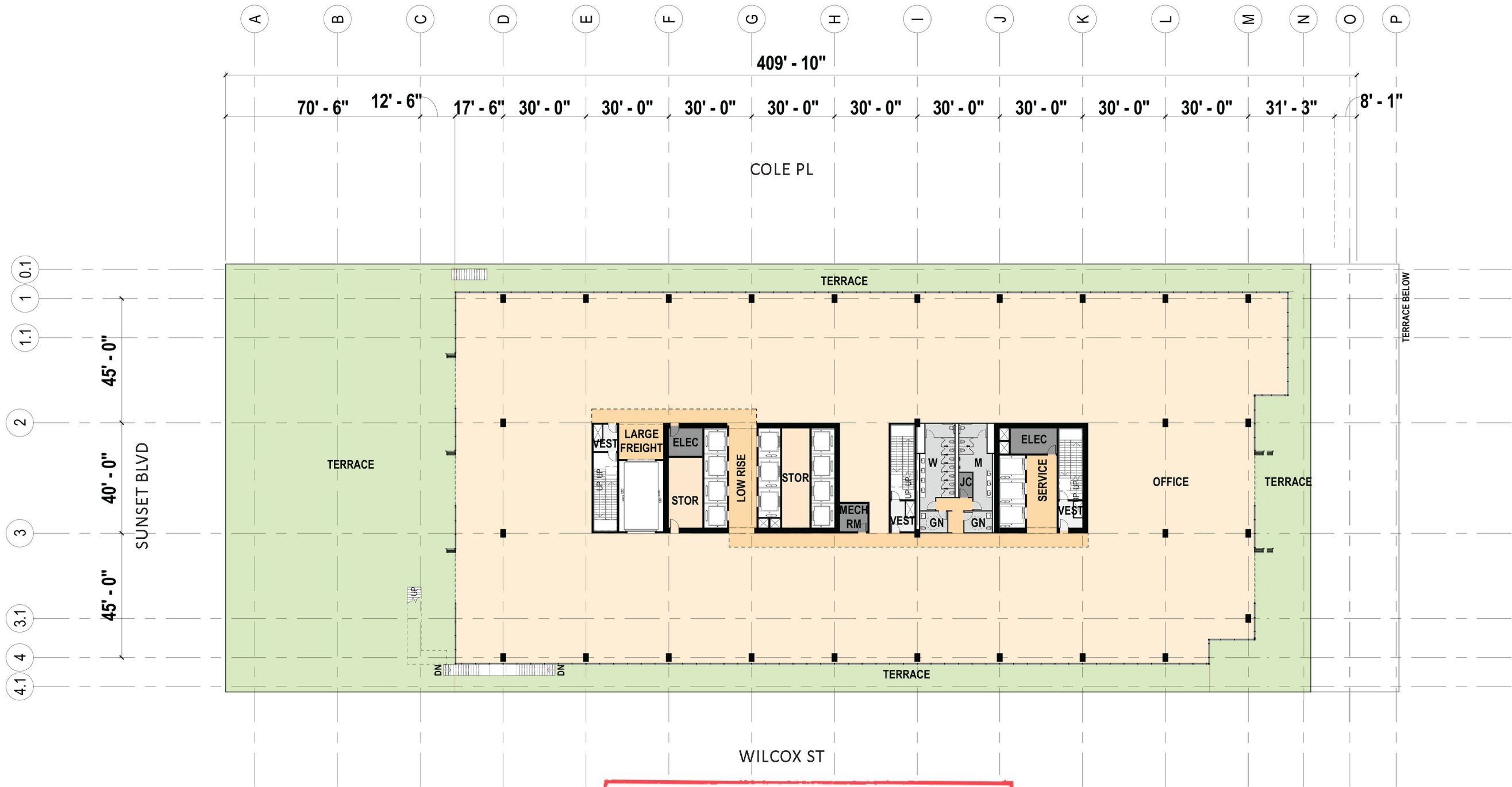


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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	36,281 sf			21,465 sf	0 sf	36,281 sf	36,281 sf





INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	35,698 sf			810 sf	0 sf	35,698 sf	35,698 sf

A diagram of a north pole of a magnet, represented by a circle with a horizontal line extending to the left, labeled 'N'.



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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	34,719 sf			2,961 sf	0 sf	34,719 sf	34,719 sf



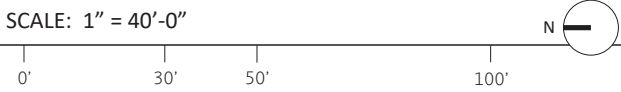
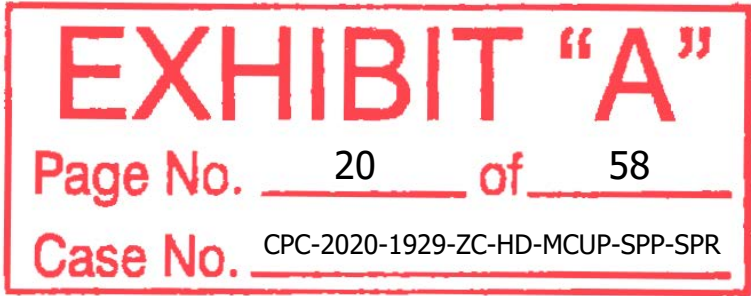




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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	33,307 sf			3,316 sf	0 sf	33,307 sf	33,307 sf





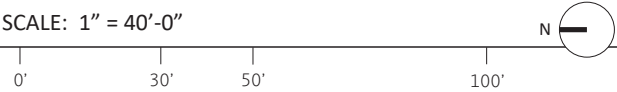
INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	32,633 sf			810 sf	0 sf	32,633 sf	32,633 sf

A diagram of a circular loop with a north pole (N) on the left side. A horizontal line passes through the center of the loop, with the label 'N' to its left.



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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	31,671 sf			1,350 sf	0 sf	31,671 sf	31,671 sf



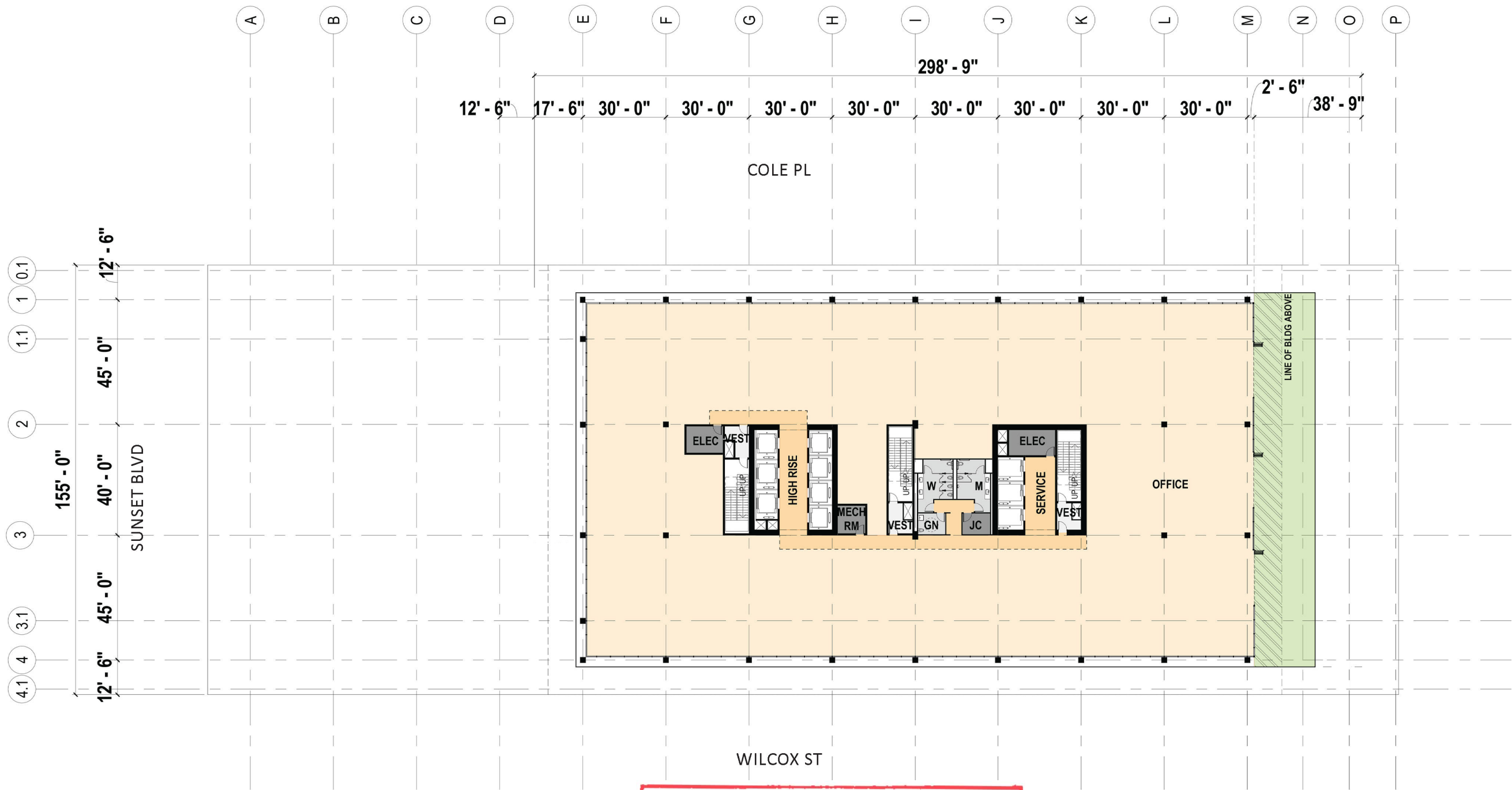
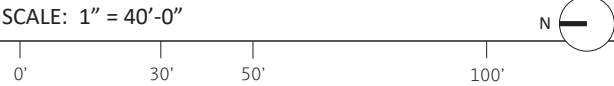


EXHIBIT "A"
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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	28,553 sf		2,530 sf	2,866 sf	0 sf	31,083 sf	31,083 sf



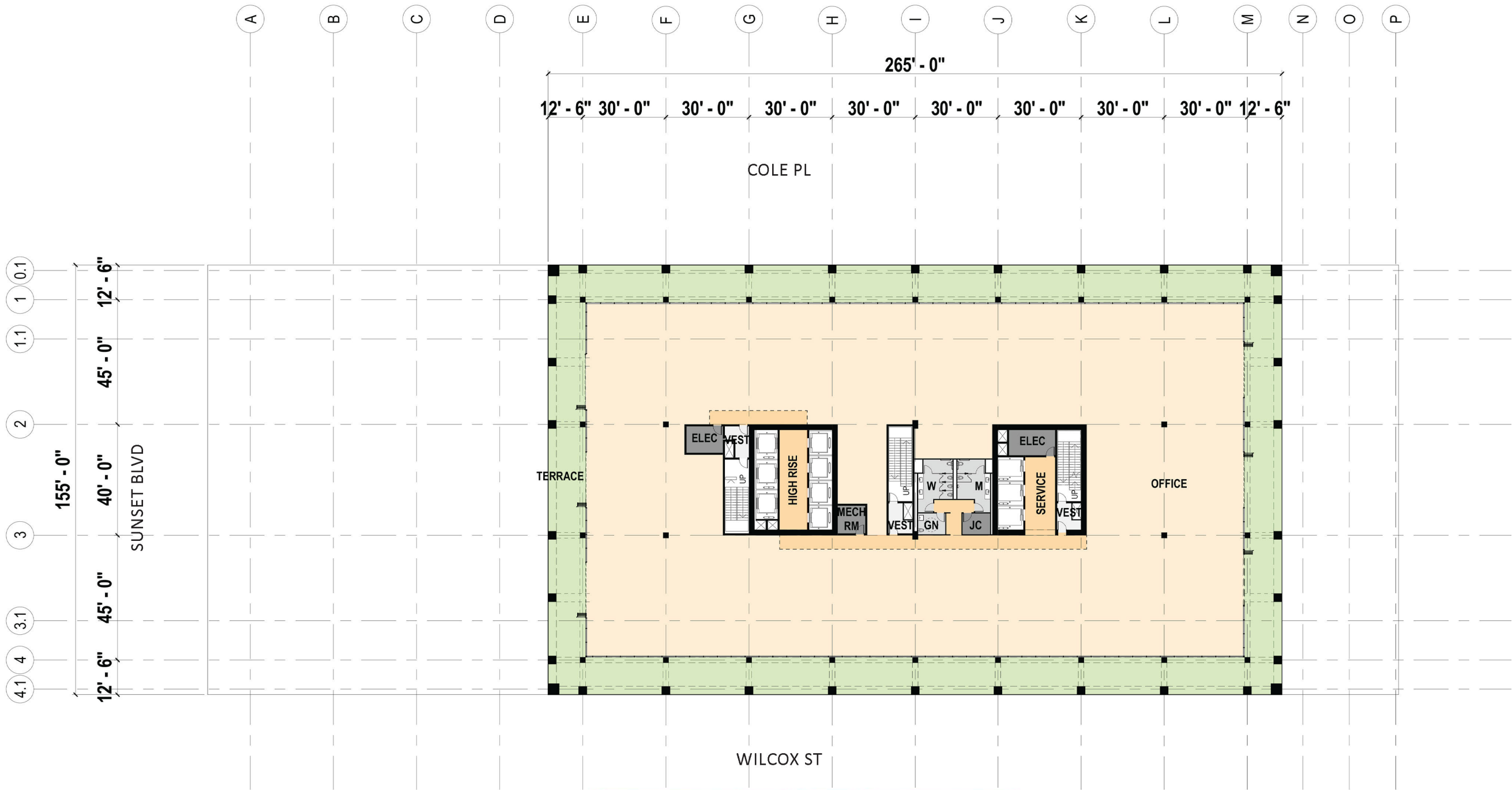
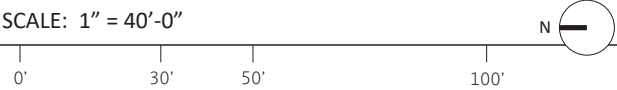


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INTERIOR		TERRACES			TOTAL FA		
RETAIL FA (RESTAURANT)	OFFICE FA	OPEN (not FA) per Zoning Interpretation	COVERED OFFICE (FA)	OPEN (NOT FA)	RETAIL FA (RESTAURANT)	OFFICE FA	TOTAL FA
	28,553 sf			11,183 sf	0 sf	28,553 sf	28,553 sf



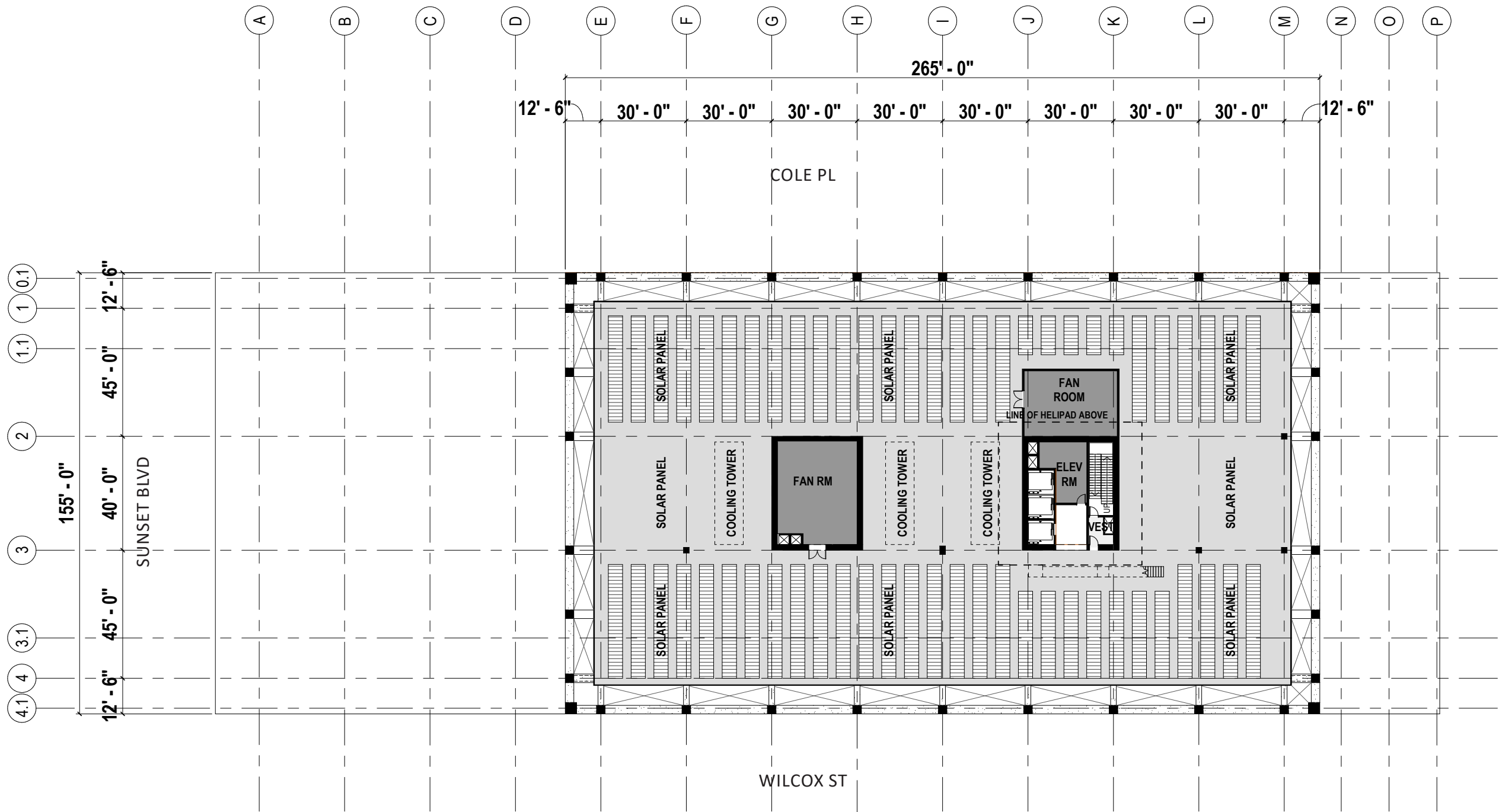
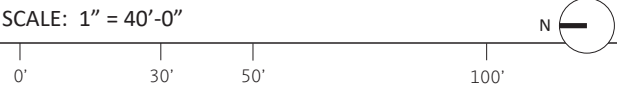


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ROOF PLAN

05.2611.000

SUNSET BLVD

COLE PL

WILCOX ST
WILCOX ST

SOLAR PANEL

SOLAR PANEL

SOLAR PANEL

SOLAR PANEL

SOLAR PANEL

SOLAR PANEL

LINE OF ROOF BELOW

LINE OF ROOF BELOW

EXHIBIT “A”

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SCALE: 1" = 40'-0"



NORTH ELEVATION



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2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



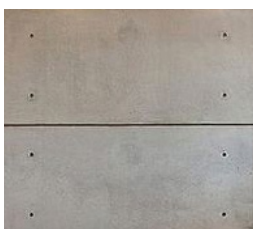
3. BLACK METAL PANELS



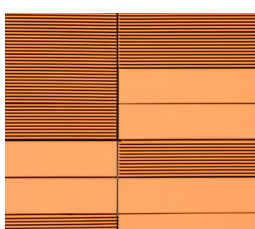
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



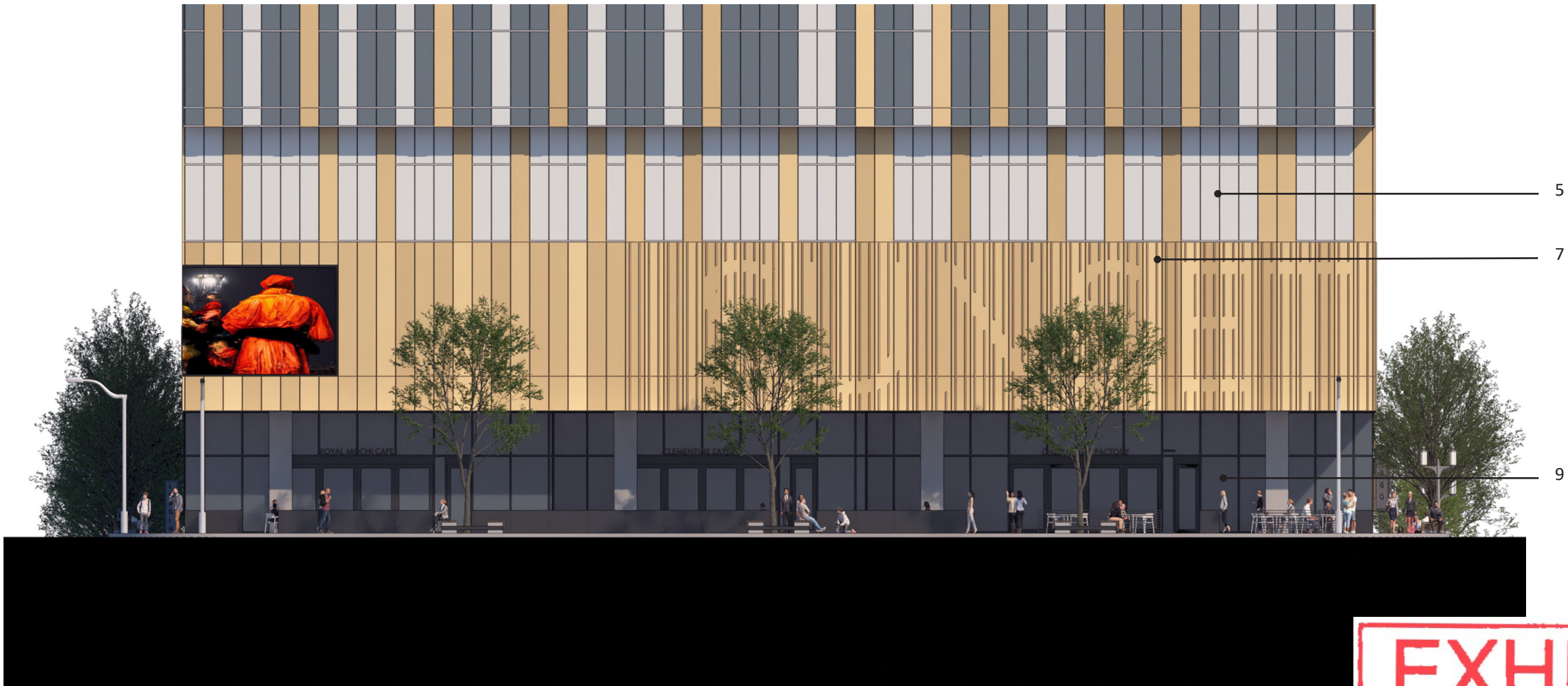
7. TERRACOTTA/TRESPA PANELS



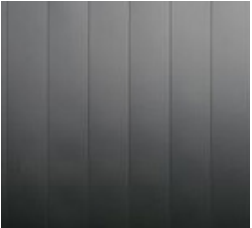
9. STOREFRONT SYSTEM WITH CLEAR GLAZING

05.2611.000

PARTIAL NORTH ELEVATION



2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



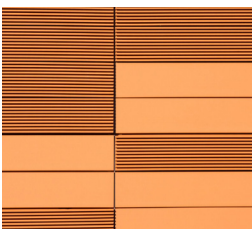
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



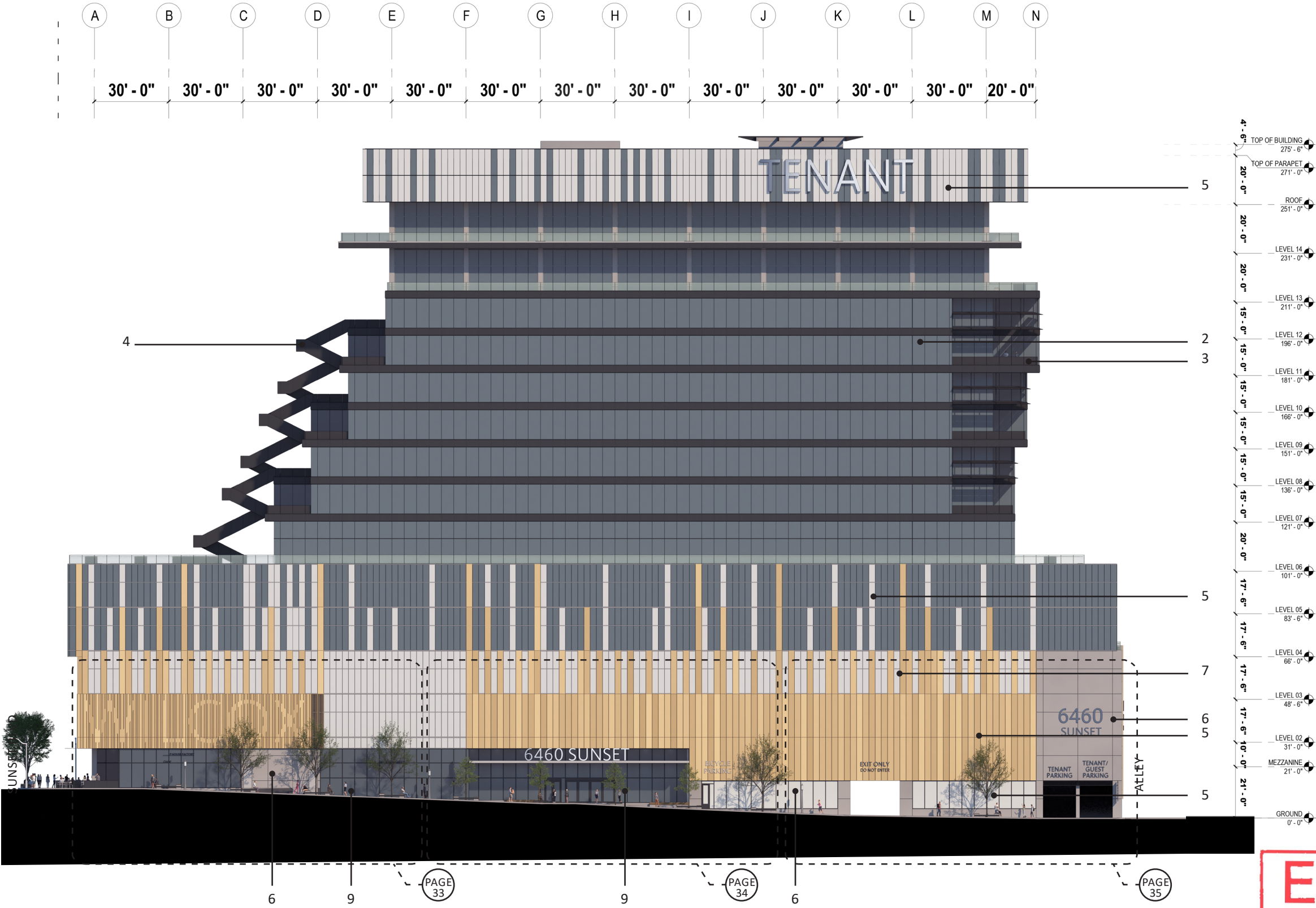
7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

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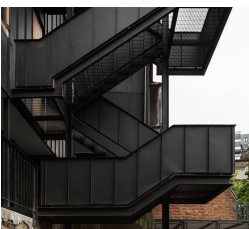
WEST ELEVATION



2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



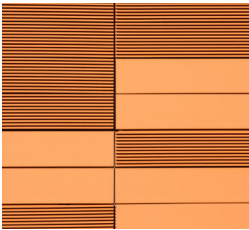
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



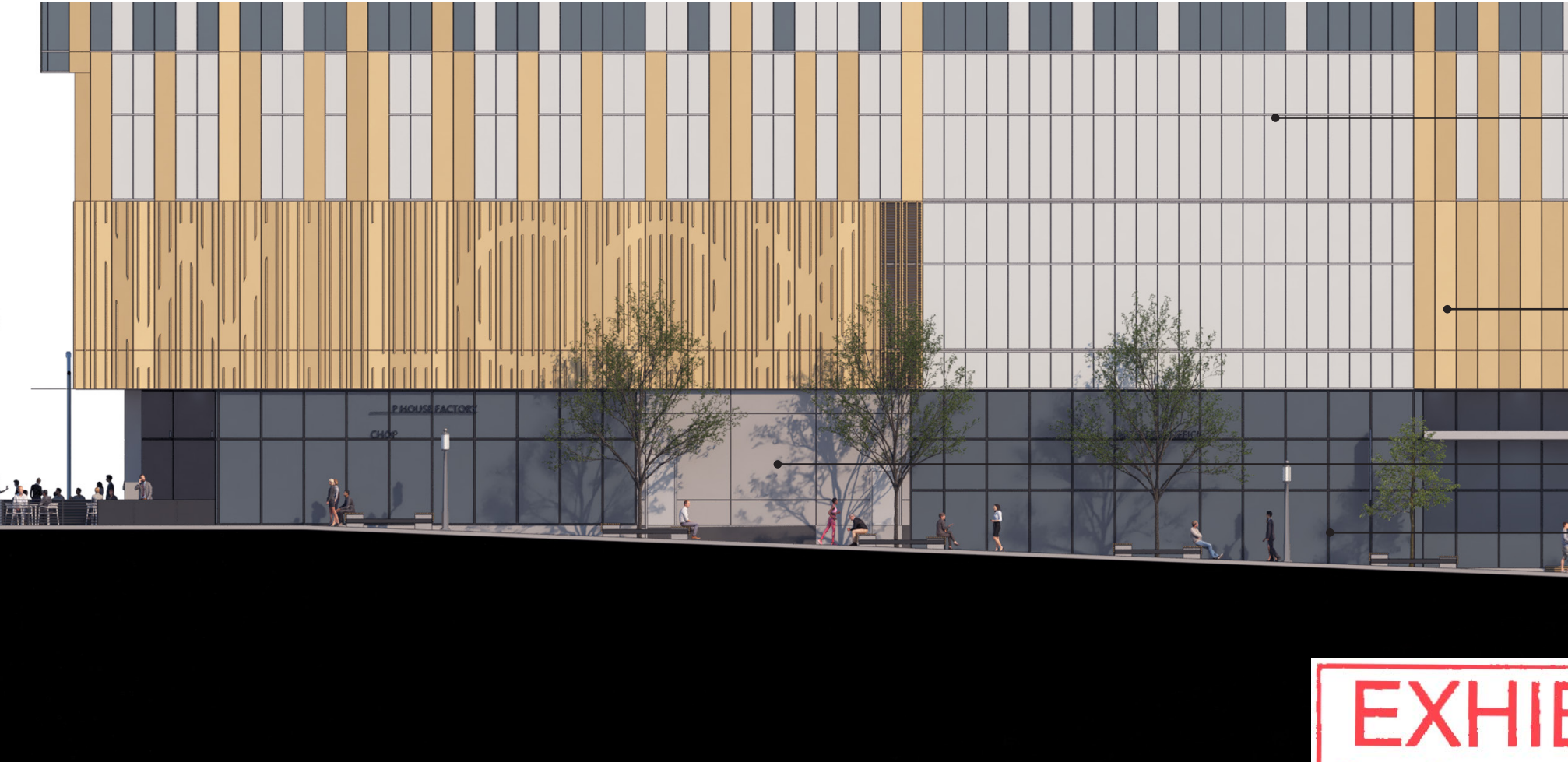
7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

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PARTIAL WEST ELEVATION



WEST ELEVATION - OFFICE LOBBY ENTRY

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2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



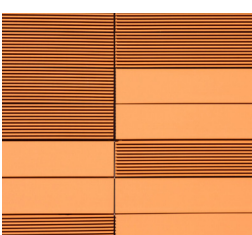
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE

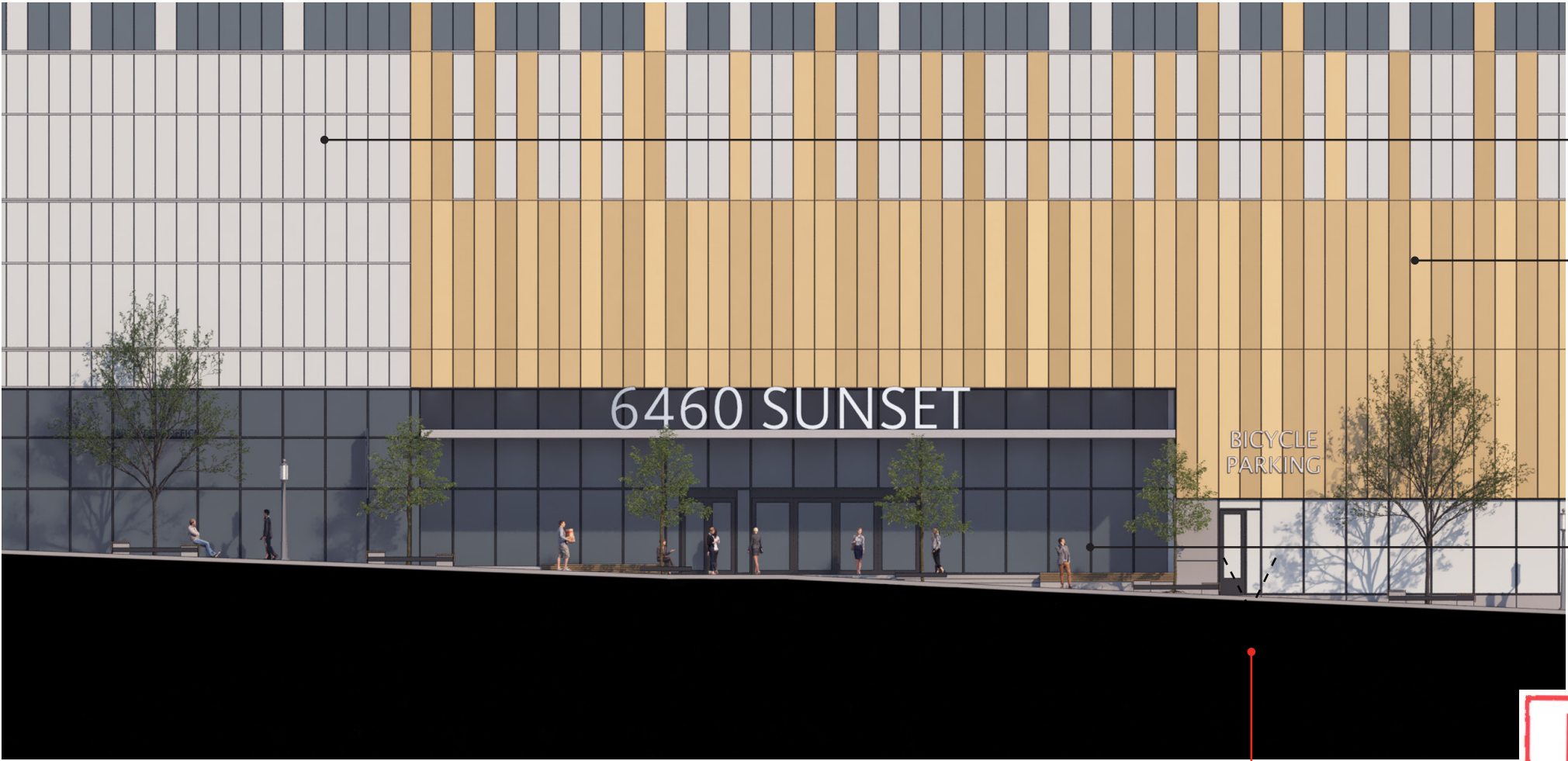


7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

PARTIAL WEST ELEVATION



WEST ELEVATION - OFFICE LOBBY ENTRY

BIKE PARKING
ENTRY

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2. CURTAIN WALL -HIGH
PERFORMANCE GLAZING



3. BLACK METAL PANELS



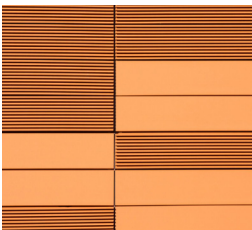
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



7. TERRACOTTA/TRESPA
PANELS



9. STOREFRONT SYSTEM
WITH CLEAR GLAZING

PARTIAL WEST ELEVATION



WEST ELEVATION - OFFICE LOBBY ENTRY

VALET EXIT

TENANT/GUEST PARKING ENTRY



2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



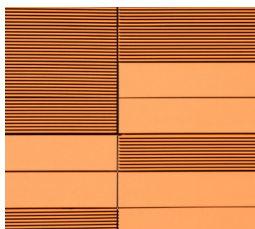
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

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SOUTH ELEVATION



SOUTH ELEVATION

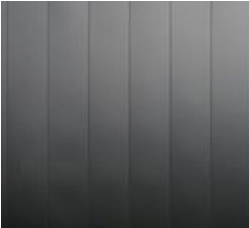
EXHIBIT "A"

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2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



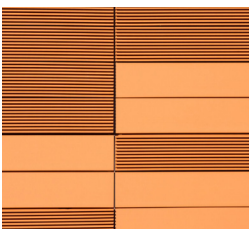
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



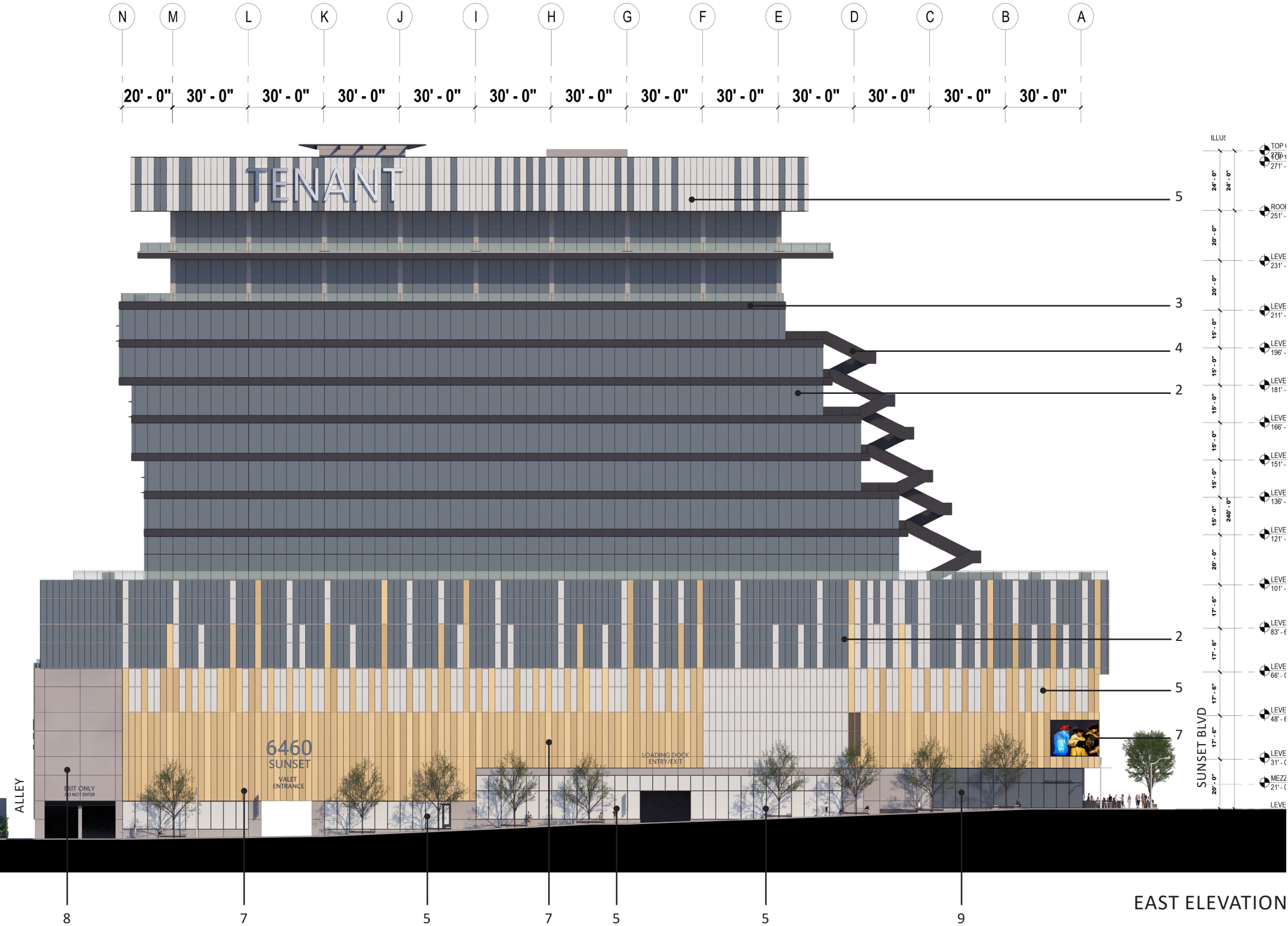
7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

05.2611.000

EAST ELEVATION



2. CURTAIN WALL -HIGH PERFORMANCE GLAZING



3. BLACK METAL PANELS



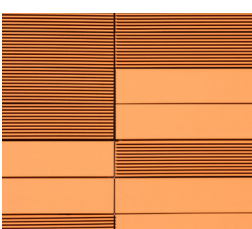
4. EXTERIOR STAIRS



5. FROSTED GLASS



6. PANEL FORMED CONCRETE



7. TERRACOTTA/TRESPA PANELS



9. STOREFRONT SYSTEM WITH CLEAR GLAZING

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MATERIAL PALETTE

- 2 CURTAIN WALL SYSTEM -HIGH PERFORMANCE GLAZING
- 3 METAL PANEL FINISH
- 4 EXTERIOR STAIRS WITH BLACK GUARDRAILS
- 5 FROSTED GLASS
- 6 PANEL-FORMED CONCRETE
- 7 TERRACOTTA/TRESPA WALL PANELS
- 9 STOREFRONT WINDOW WALL SYSTEM - CLEAR GLAZING



05.2611.000

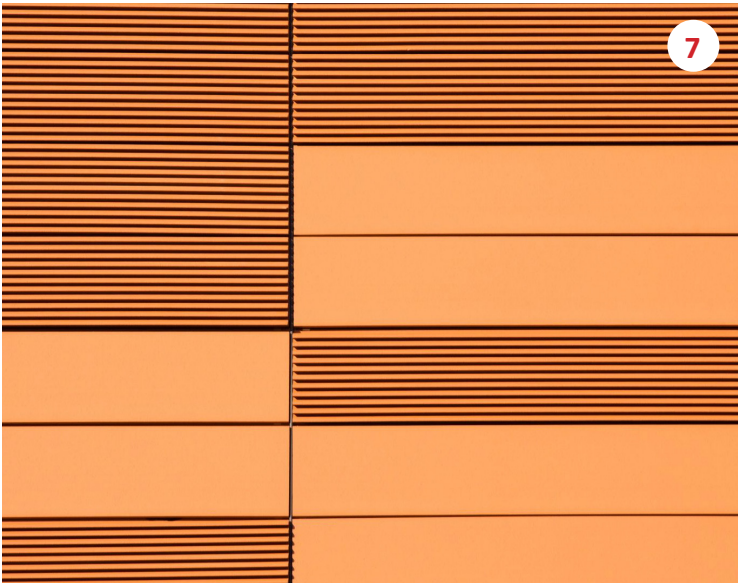
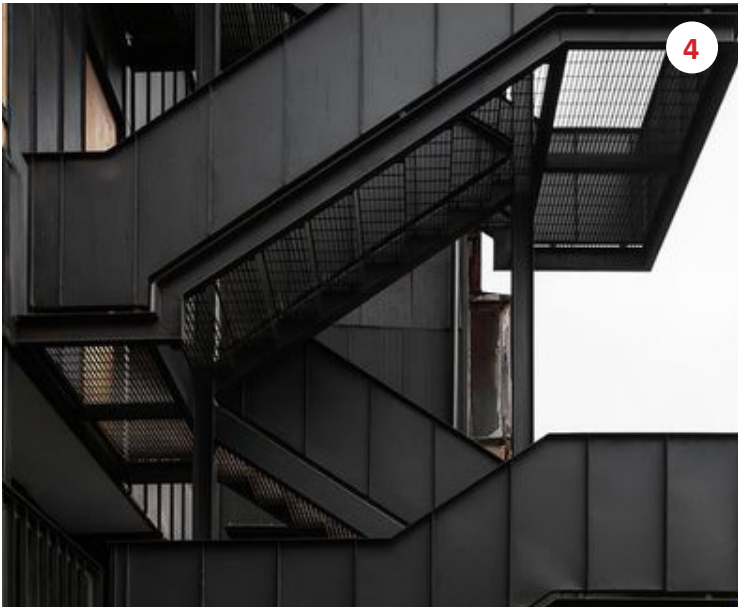


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EXTERIOR MATERIALS PALETTE

05.2611.000



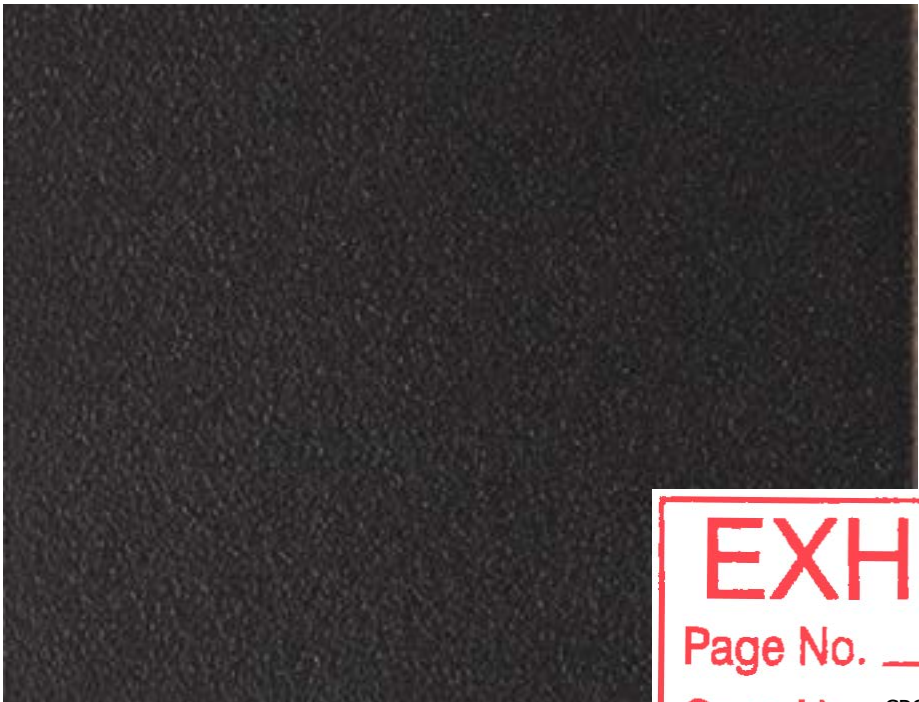
DECKING
WOOD



PLANTERS
CMU BLOCK (MIXTURE OF STANDARD AND BURNISHED BLOCK)



PAVING
INTEGRAL COLORED CONCRETE



PLANTERS
POWDERCOATED METAL

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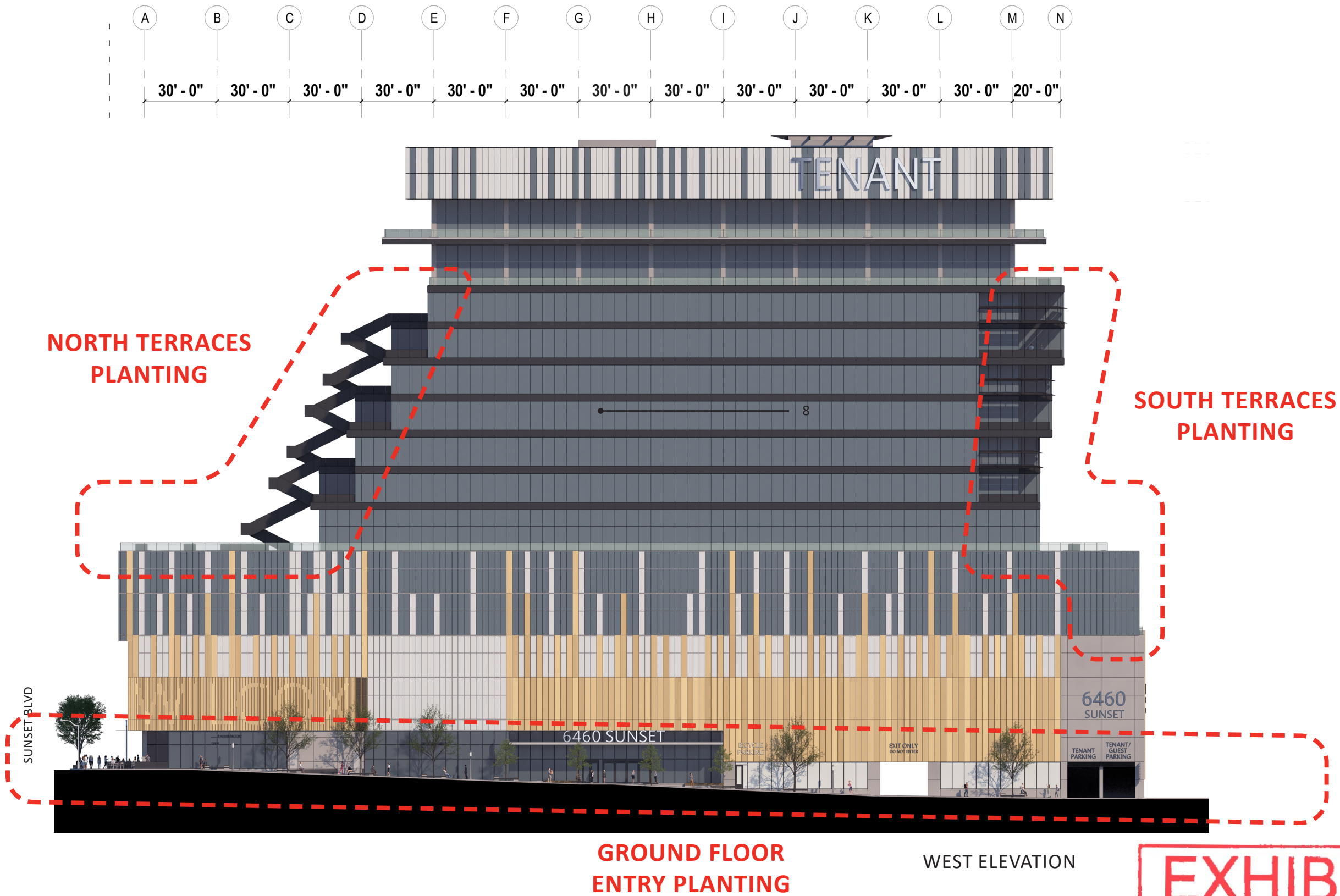


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SOUTH TERRACES PLANTING PALETTE



PROSOPIS GLANDULOSA
Acacia farnesiana



PACHYCEREUS MARGINATUS
Fence Post Cactus



ECHEVERIA 'AFTERGLOW'
'Afterglow Echeveria



AGAVE AMERICANA
Century Plant



MUHLENBERGIA DUBIA
Pink Muhly



AGAVE STRIATA
Narrow Leaf Century Plant



PEDILANTHUS MACROCARPUS
Slipper Plant



ENCELIA FARINOSA
Brittlebush



BAILEYA MULTIRADIATA
Desert Marigold

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NORTH TERRACES PLANTING PALETTE

05.2611.000



SCHEFFLERA PUECKLERI
Mallet Flower



PITTOSPORUM TENUIFOLIUM
SILVER SHEEN



SETSUGEKKA CAMELLIA
Camellia sasanqua 'Setsugekka'



ASPLENIUM NIDUS
Birds-nest Fern



CYRTOMIUM FALCATUM
Holly Fern



NEPHROLEPIS CORDIFOLIA 'DUFFI'
Lemon Button Fern



MAHONIA 'SOFT CARESS'
soft caress mahonia



AGAVE BLUE FLAME
Blue Flame Agave



AGAPANTHUS GETTY WHITE
Getty White Agapanthus

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GROUND FLOOR ENTRY PLANTING PALETTE

05.2611.000



PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN'
SILVER SHEEN KOHUHU
WUCOLS: MEDIUM



WESTRINGIA 'WYNYABBIE GEM'
COAST ROSEMARY
WUCOLS: LOW



HAKONECHLOA MACRA
JAPANESE FOREST GRASS
WUCOLS: MEDIUM/MODERATE



NEPHROLEPIS CORDIFOLIA
SWORD FERN
WUCOLS: MEDIUM/MODERATE



DICKSONIA ANTARCTICA
SWORD FERN
WUCOLS: MEDIUM/MODERATE



PELARGONIUM TOMENTOSUM
PEPPERMINT-SECNTED GERANIUM
WUCOLS: MEDIUM/MODERATE



ASTELIA CHATHAMICA 'SILVER SPEAR'
SILVER SPEAR
WUCOLS: MEDIUM/MODERATE



AGAVE ATTENUATA
FOXTAIL AGAVE
WUCOLS: LOW



ASPLENium NIDUS
BIRD'S NEST FERN
WUCOLS: MEDIUM/MODERATE



ASPIDISTRA ELATIOR
CAST IRON PLANT
WUCOLS: MEDIUM/MODERATE



LIRIOPE MUSCARI
TURF LILY
WUCOLS: MEDIUM/MODERATE



ACANTHUS MOLLIS
BEAR'S BREECHES
WUCOLS: MEDIUM/MODERATE



AEONIUM 'MINT SAUCER'
GREEN AEONIUM
WUCOLS: LOW



PHILODENDRON XANADU
WINTERBOURN PHILODENDRON
WUCOLS: MEDIUM/MODERATE



LIGULARIA GIGANTEA
GIANT LEOPARD PLANT
WUCOLS: MEDIUM/MODERATE

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GROUND FLOOR PLANTING

05.2611.000

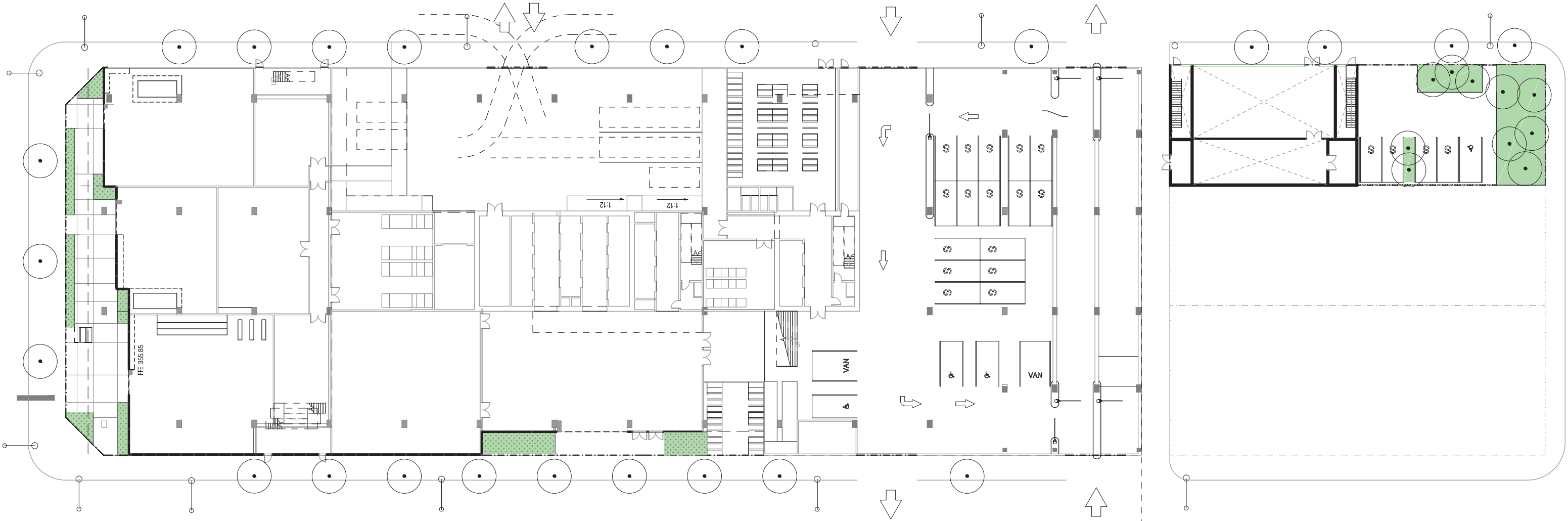


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DELONGPRE SITE PLANTING



LOPHOSTEMON CONFERTUS
Brisbane box



ACHILLEA MILLEFOLIUM
Yarrow



ARCTOSTAPHYLOS 'PACIFIC MIST'
Pacific Mist manzanita



CEANOTHUS GRISEUS 'YANKEE POINT'
Yankee Point Wild Lilac



CAREX PRAEGRACILIS
California Field Sedge



Vine one fence
TRACHELOSPERMUM JASMINOIDES
Star Jasmine

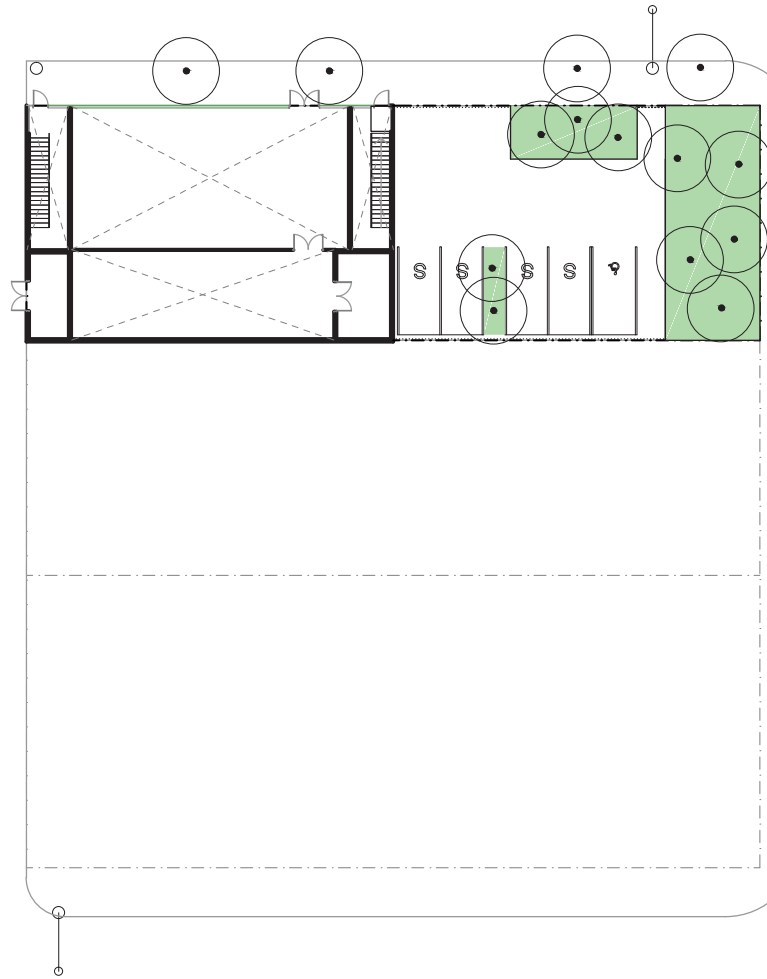


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4TH AND 5TH FLOOR PLANTING

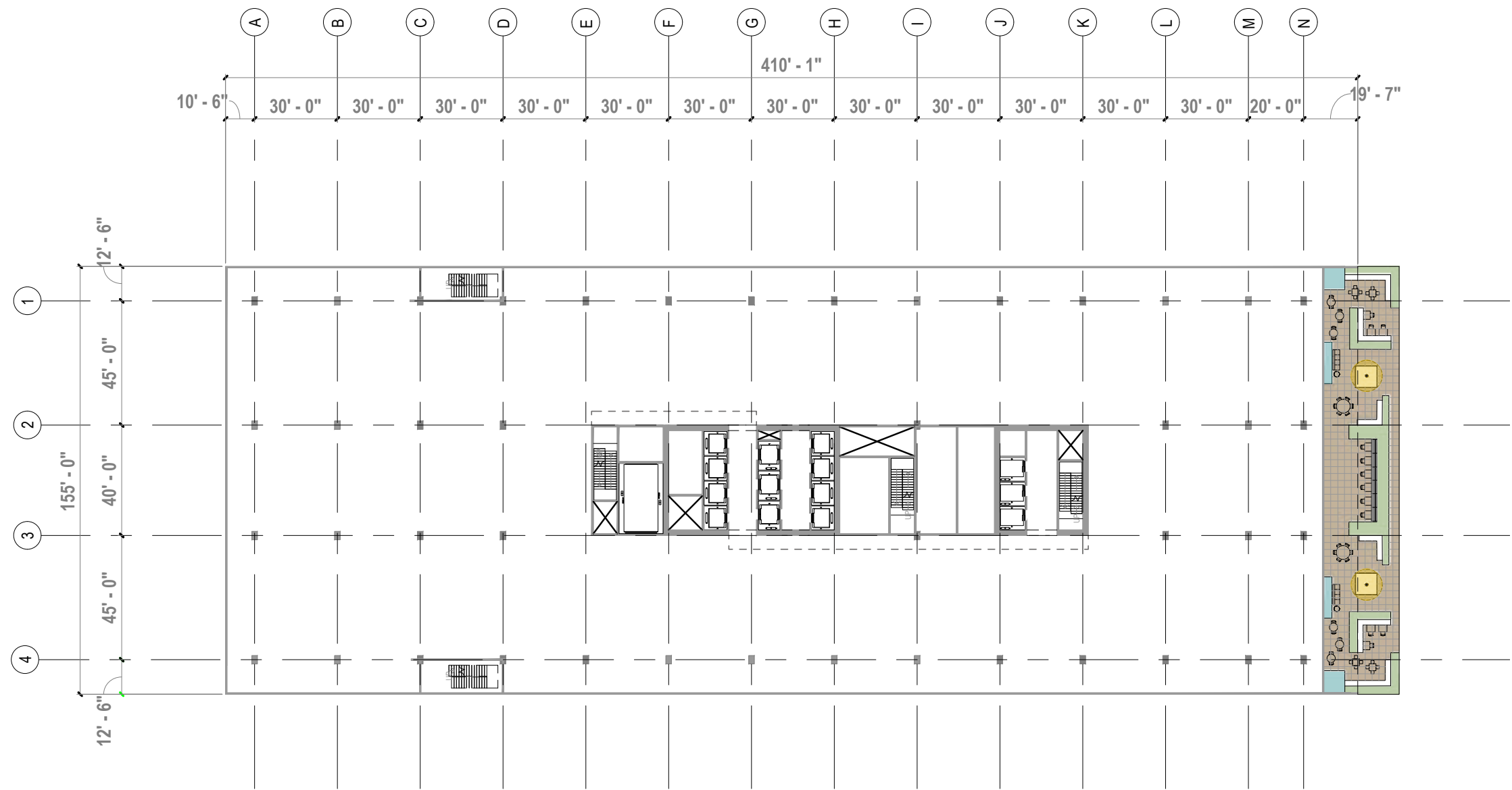


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MUHLENBERGIA DUBIA
Pink Muhly



GRAPTOPETALUM PARAGUAYENSE
Ghost plant

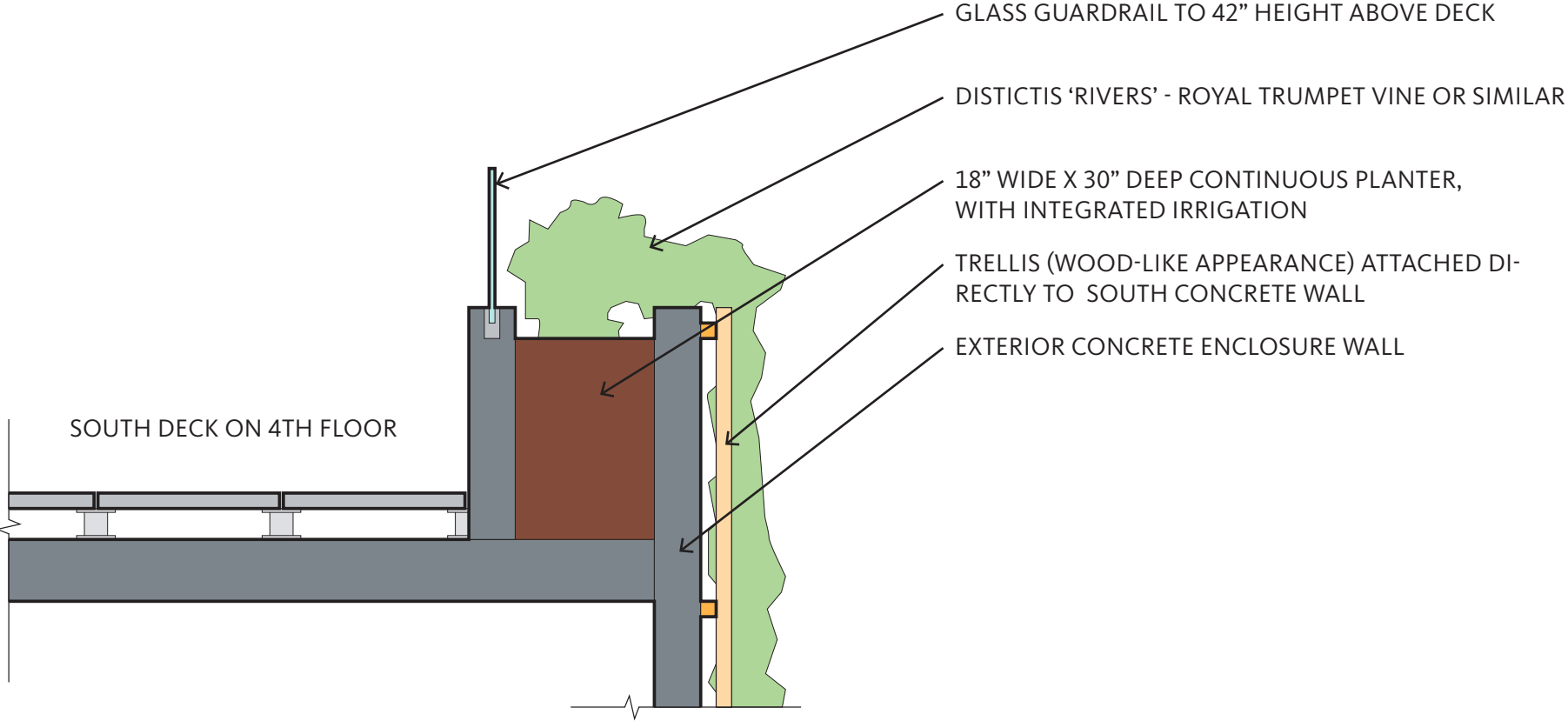


BAILEYA MULTIRADIATA
Desert Marigold



AGAVE STRIATA
Narrow Leaf Century Plant

SOUTH FACADE PLANTING



18" WIDE X 30" DEEP CONTINUOUS PLANTER, WITH INTEGRATED IRRIGATION



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6TH FLOOR PLANTING



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6TH FLOOR PLANTING PALETTE



JACARANDA MIMOSIFOLIA
Jacaranda



OLEA EUROPAEA LITTLE OLLIE
Little Ollie Dwarf Olive



MUHLENBERGIA RIGENS
Deer Grass



MUHLENBERGIA DUBIA
Pine Muhly



WESTRINGIA WYNYABBIE GEM
Wynyabbie Coast Rosemary



SALVIA CLEVELANDII 'WINNIFRED GILMAN'
Blue Sage



PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE'
Russian sage



OLEA EUROPAEA WILSONII
Fruitless Olive Tree



ROMNEYA COULTERI
Matilija Poppy

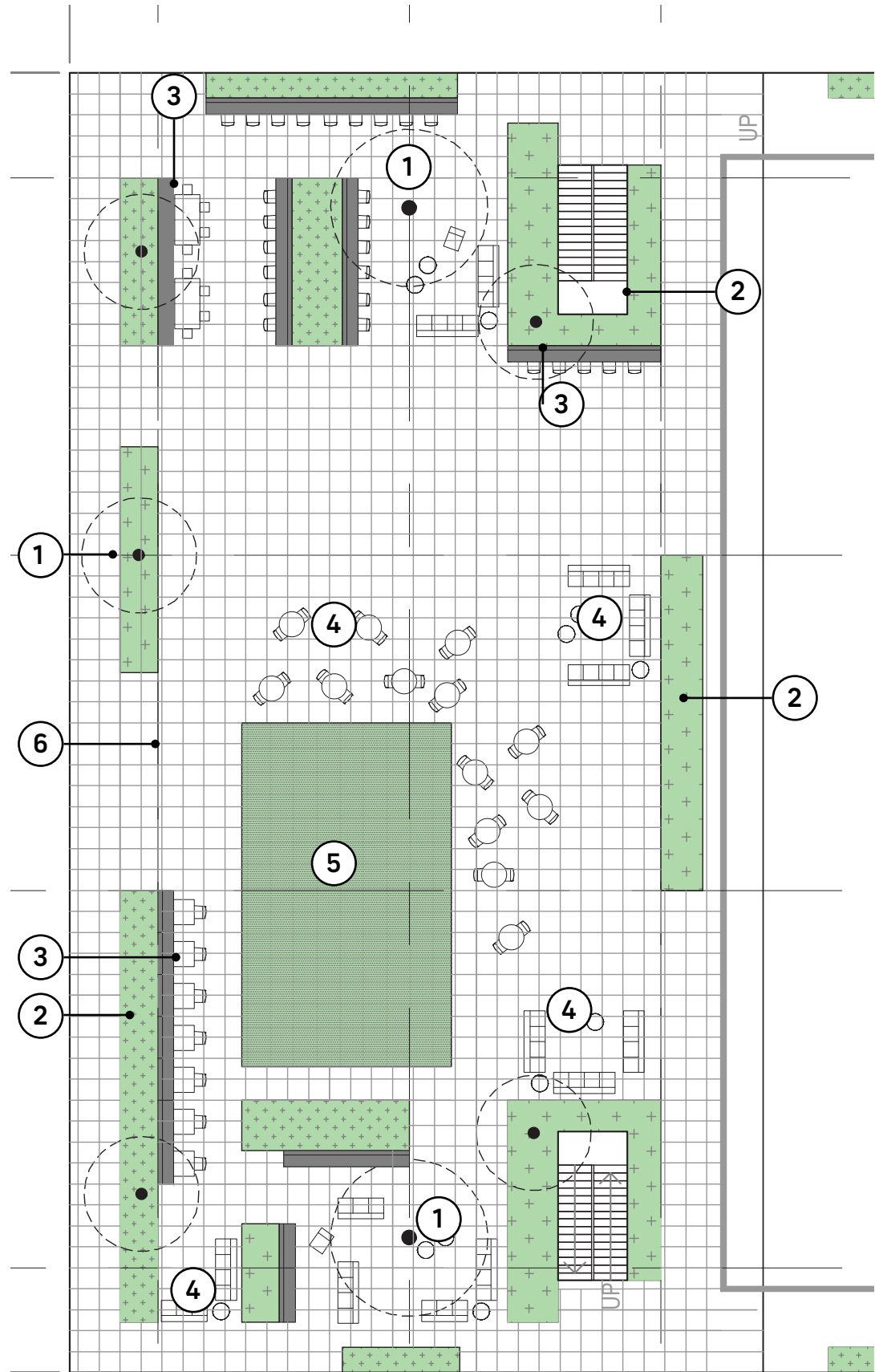


CARPENTERIA CALIFORNICA
Bush Anemone



VERBENA BONARIENSIS
tall top vervain

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SIZE: 12,826 SF

PROGRAM: Outdoor eating and meeting spaces, moveable and fixed seating, lawn, and space for an events tent

CONDITIONS: Mixture of sun and shade

QUALITIES: Mediterrean/California inspired palette with the use of icon California trees that create a visual connection from the street

- ① SPECIMEN /FEATURE PLANTING
- ② PLANTING AREA
- ③ BUILT IN BENCH/SEATING
- ④ MOVEABLE FURNITURE
- ⑤ LAWN
- ⑥ BOUNDARY OF EVENT TENT

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8TH, 10TH AND 12TH FLOOR PLANTING



AGAVE BLUE FLAME
Blue Flame Agave



AGAPANTHUS GETTY WHITE
Getty White Agapanthus



NEPHROLEPIS CORDIFOLIA 'DUFFI'
Lemon Button Fern



MAHONIA 'SOFT CARESS'
soft caress mahonia

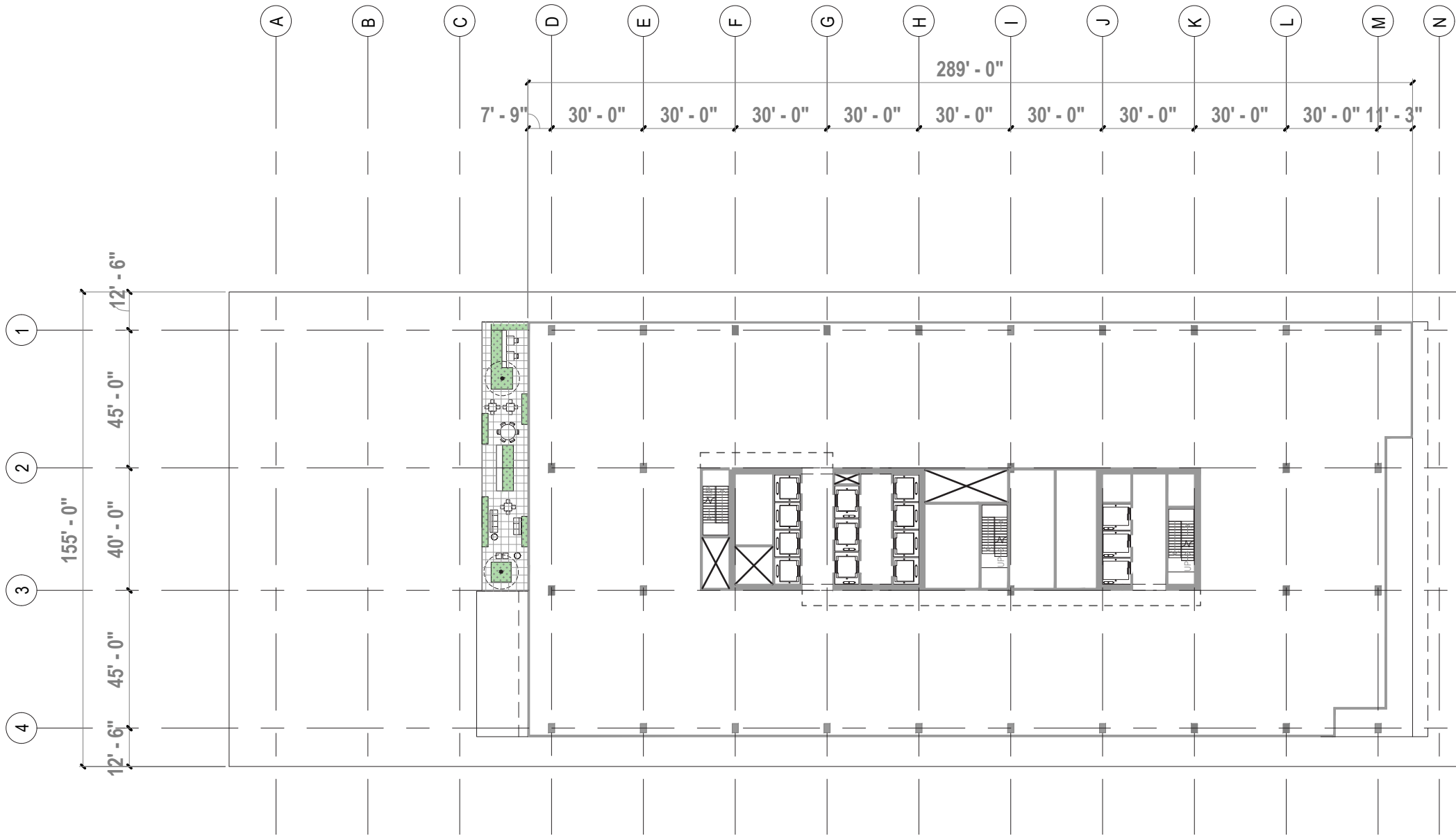


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7TH, 9TH AND 11TH FLOOR PLANTING

NORTH TERRACE PLANTING



AGAVE BLUE FLAME
Blue Flame Agave



AGAPANTHUS GETTY WHITE
Getty White Agapanthus



NEPHROLEPIS CORDIFOLIA 'DUFFI'
Lemon Button Fern



MAHONIA 'SOFT CARESS'
soft caress mahonia

SOUTH TERRACE PLANTING



MUHLENBERGIA DUBIA
Pink Muhly



GRAPTOPETALUM PARAGUAYENSE
Ghost plant



BAILEYA MULTIRADIATA
Desert Marigold



AGAVE STRIATA
Narrow Leaf Century Plant

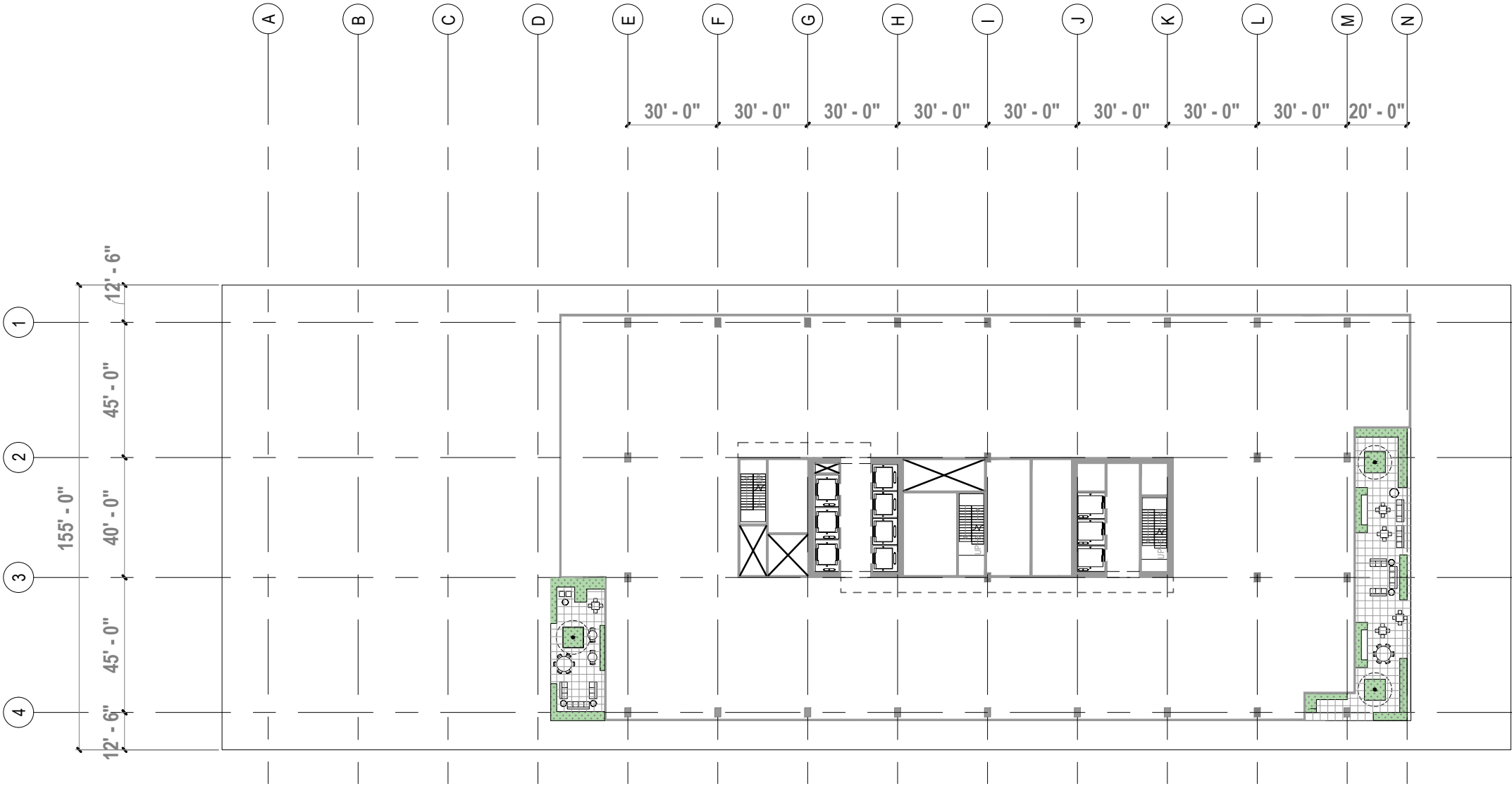
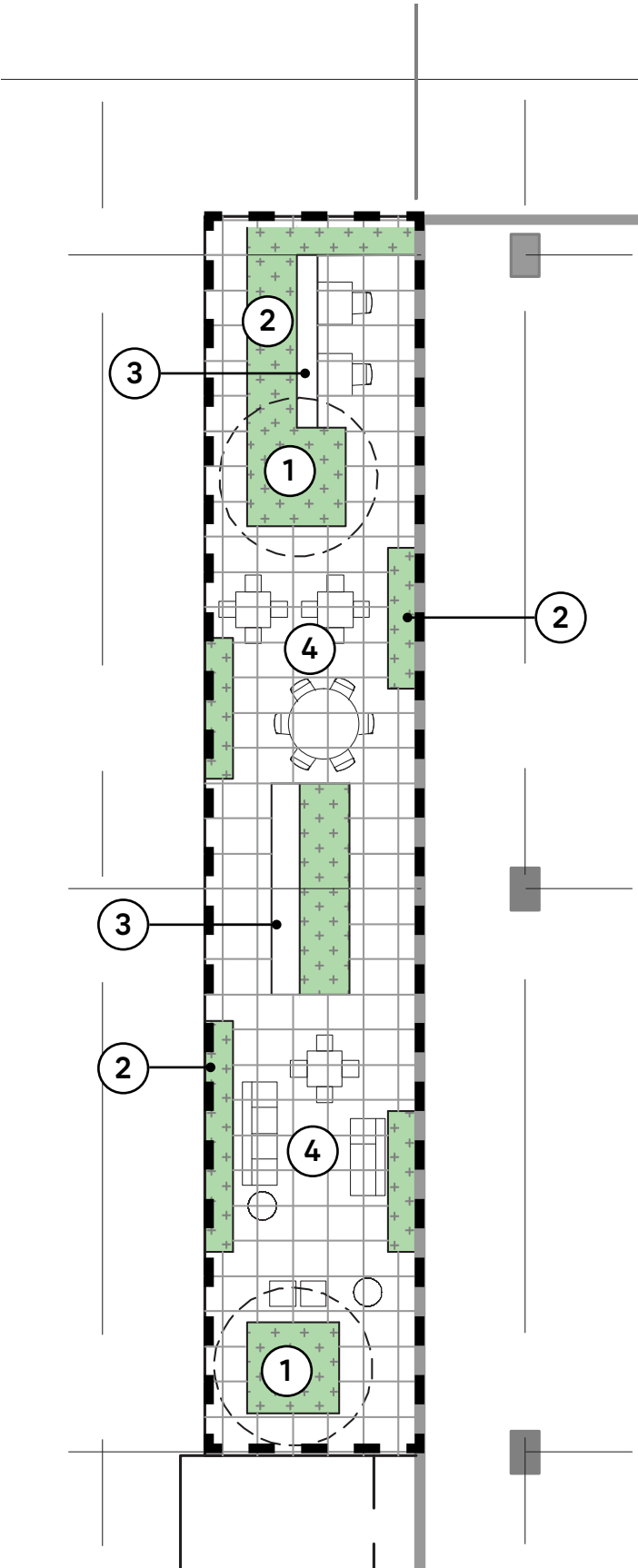


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8TH FLOOR NORTH TERRACE PLANTING

11TH FLOOR SOUTH TERRACE PLANTING

05.2611.000



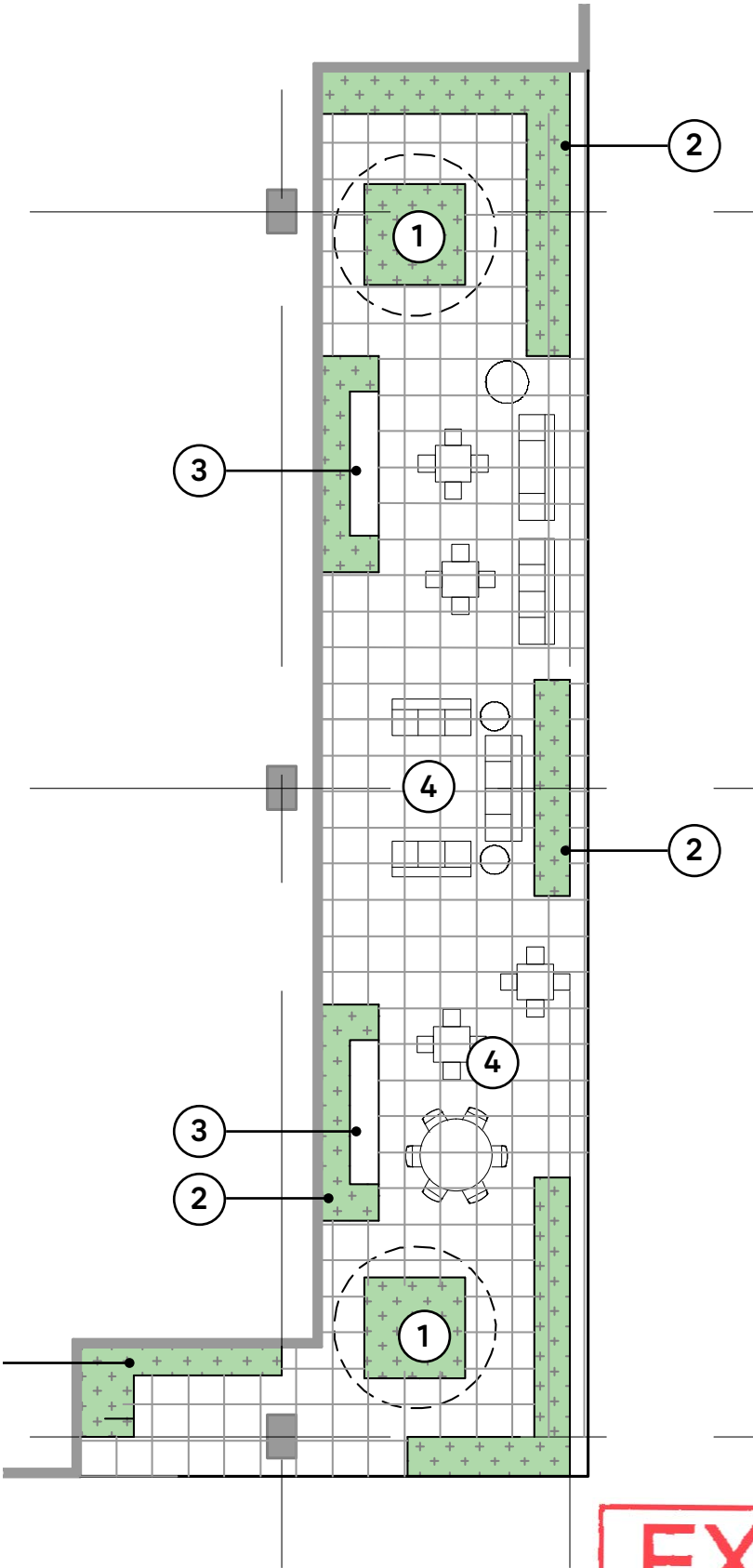
SIZE: 1189 SF

PROGRAM: Outdoor eating and meeting spaces, moveable and fixed seating

CONDITIONS: Mixture of sun and shade

QUALITIES: Cool green lush and full planting palettes, use of, specimen planting that provides filtered light and shadow

- ① SPECIMEN /FEATURE PLANTING
- ② PLANTING AREA
- ③ BUILT IN BENCH/SEATING
- ④ MOVEABLE FURNITURE



SIZE: 2049 SF

PROGRAM: Outdoor eating and meeting spaces, moveable and fixed seating

CONDITIONS: Direct sun

QUALITIES: Bright desert inspired planting palettes, use of structural specimen planting

- ① SPECIMEN /FEATURE PLANTING
- ② PLANTING AREA
- ③ BUILT IN BENCH/SEATING
- ④ MOVEABLE FURNITURE

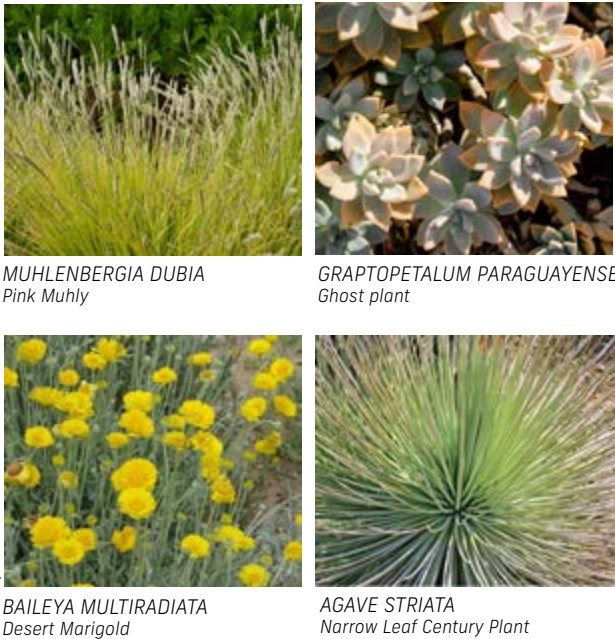


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TOP FLOOR PLANTING

NORTH TERRACE PLANTING



AGAVE BLUE FLAME
Blue Flame Agave



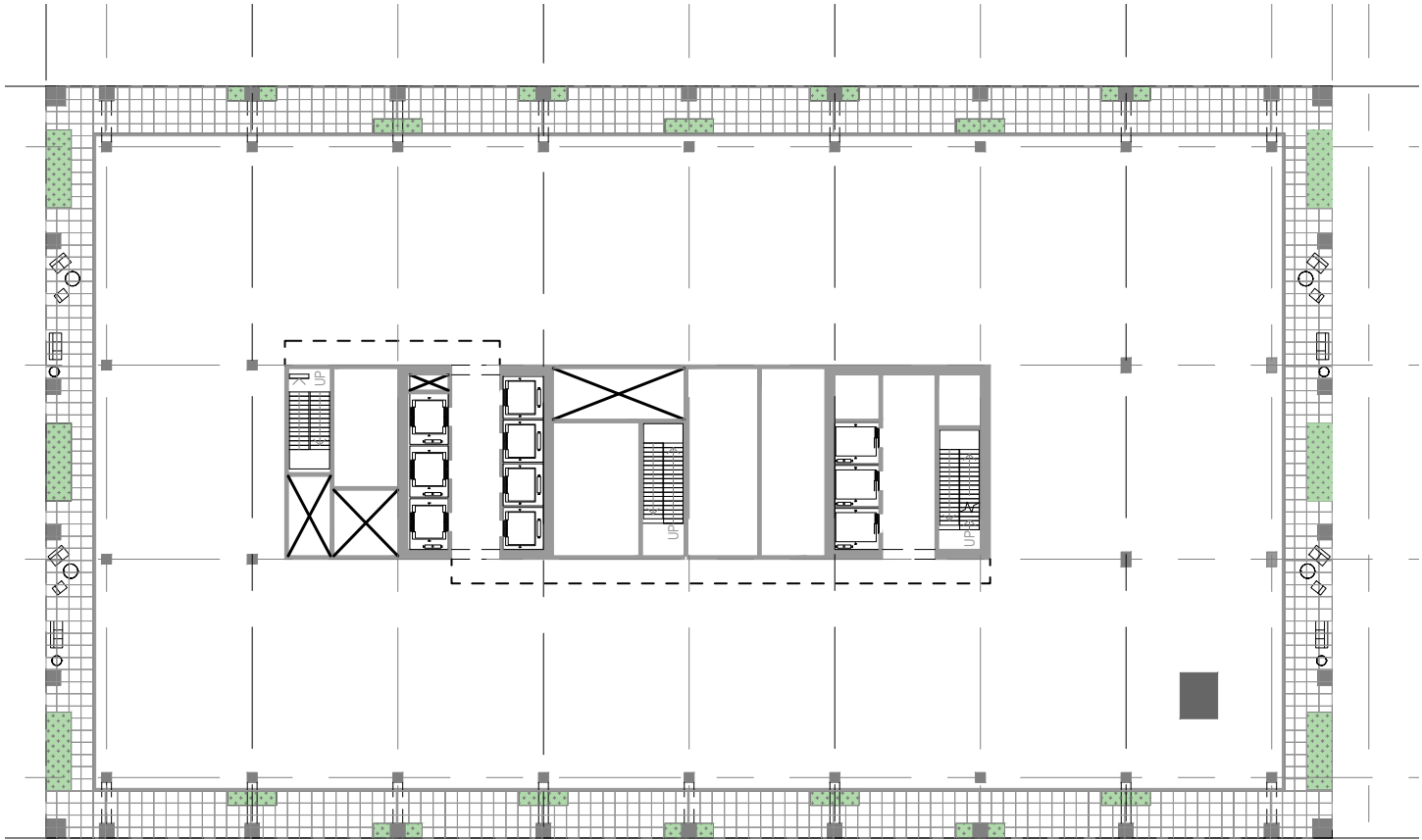
AGAPANTHUS GETTY WHITE
Getty White Agapanthus



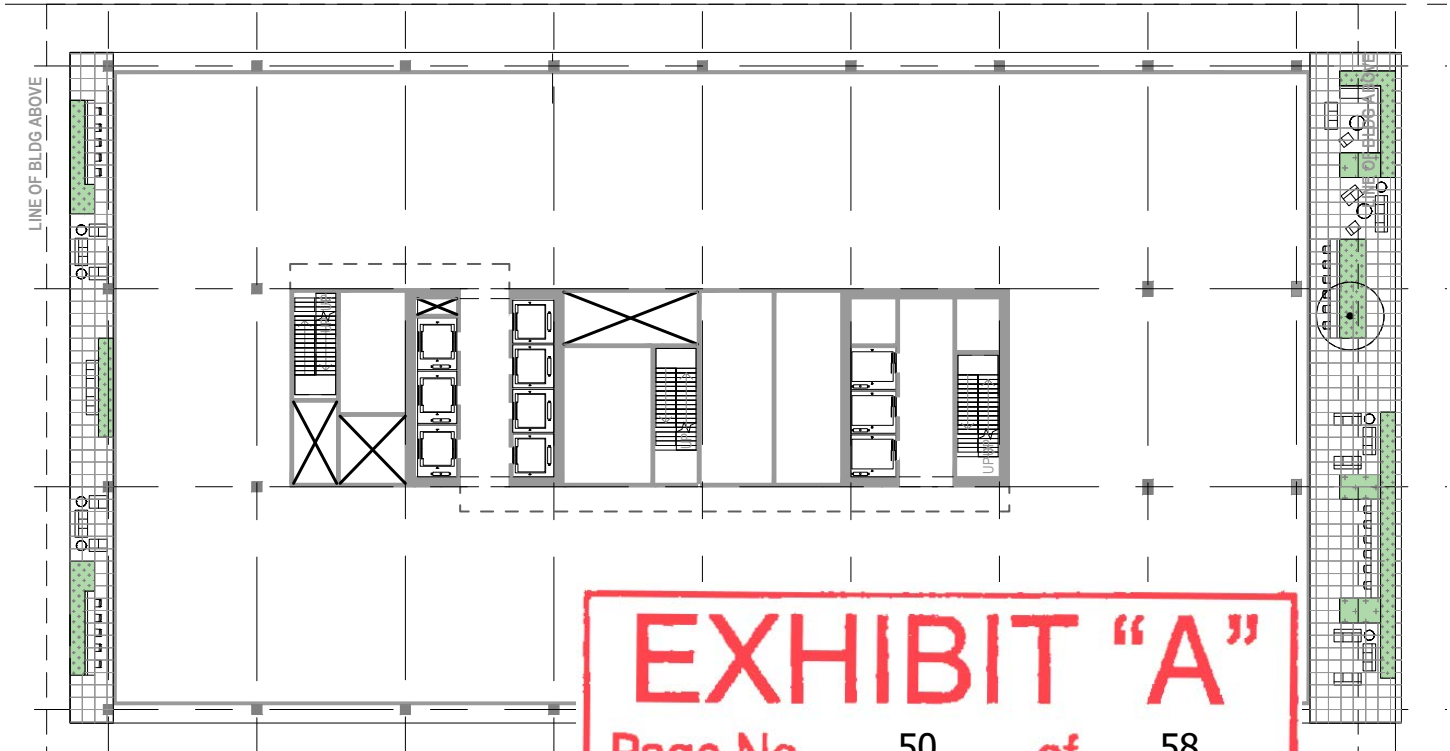
NEPHROLEPIS CORDIFOLIA 'DUFFI'
Lemon Button Fern



MAHONIA 'SOFT CARESS'
soft caress mahonia



TIMBER PENTHOUSE PLANTING



13TH FLOOR PLANTING

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SOUTH TERRACE PLANTING



MUHLENBERGIA DUBIA
Pink Muhly



BAILEYA MULTIRADIATA
Desert Marigold



GRAPTOPETALUM PARAGUAYENSE
Ghost plant



AGAVE STRIATA
Narrow Leaf Century Plant

05.2611.000

SITE PLOT PLAN

Hollywood Sign SUD

For Sunset Blvd . frontage to 170’ south from Sunset Blvd.

Maximum Permitted Combined Sign Area.
The maximum permitted combined sign area on a lot for all Architectural Ledge Signs, Digital Displays, Information Signs, Monument Signs, Pillar Signs, Pole Signs, legally permitted Projecting Signs which do not comply with this Ordinance, Wall Signs, and Window Signs, is **two square feet of signage for each foot of linear street frontage.**

Sign Area Allocation

2 x frontage allowed for combined sign types - wall signs and projecting signs

Sunset Blvd. Frontage - 155’ x 2 = **310 SF** allowed

Wilcox St. Frontage - 170’ x 2 = **340 SF** allowed

Cole Pl. Frontage - 170’ x 2 = **340 SF** allowed

Per LAMC Sign Regulations (Article 4)
From 170’ south from Sunset Blvd. Follows LAMC

The combined sign area of wall signs, projecting signs, monument signs, pole signs, off-site signs shall not exceed **four square feet for each foot of street frontage.**

Sign Area Allocation

4 x frontage allowed for combined sign types - wall signs, information signs, and projecting signs

DeLongpre Frontage - 155’ x 4 = **620 SF** allowed

Wilcox St. Frontage - 260’ x 4 = **1040 SF** allowed

Cole Pl. Frontage - 260’ x 4 = **1040 SF** allowed

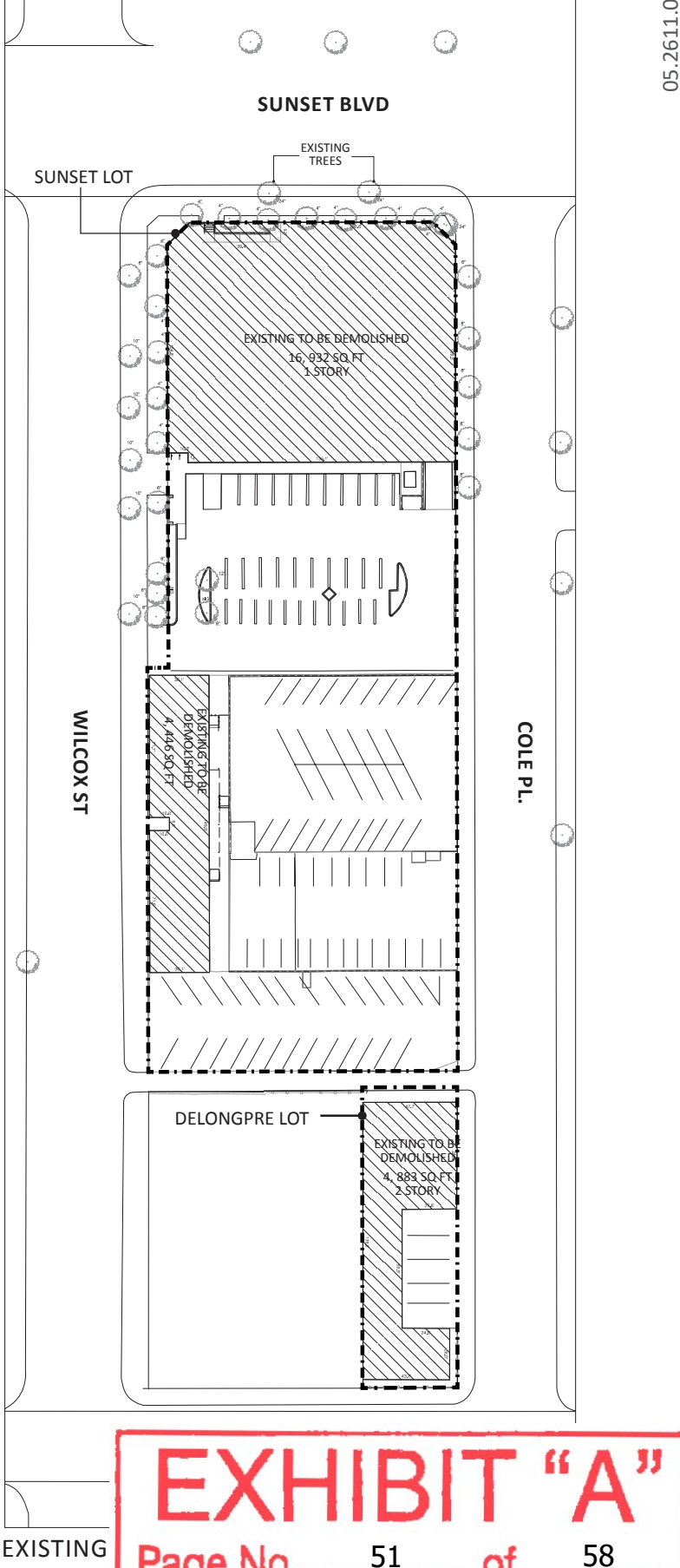
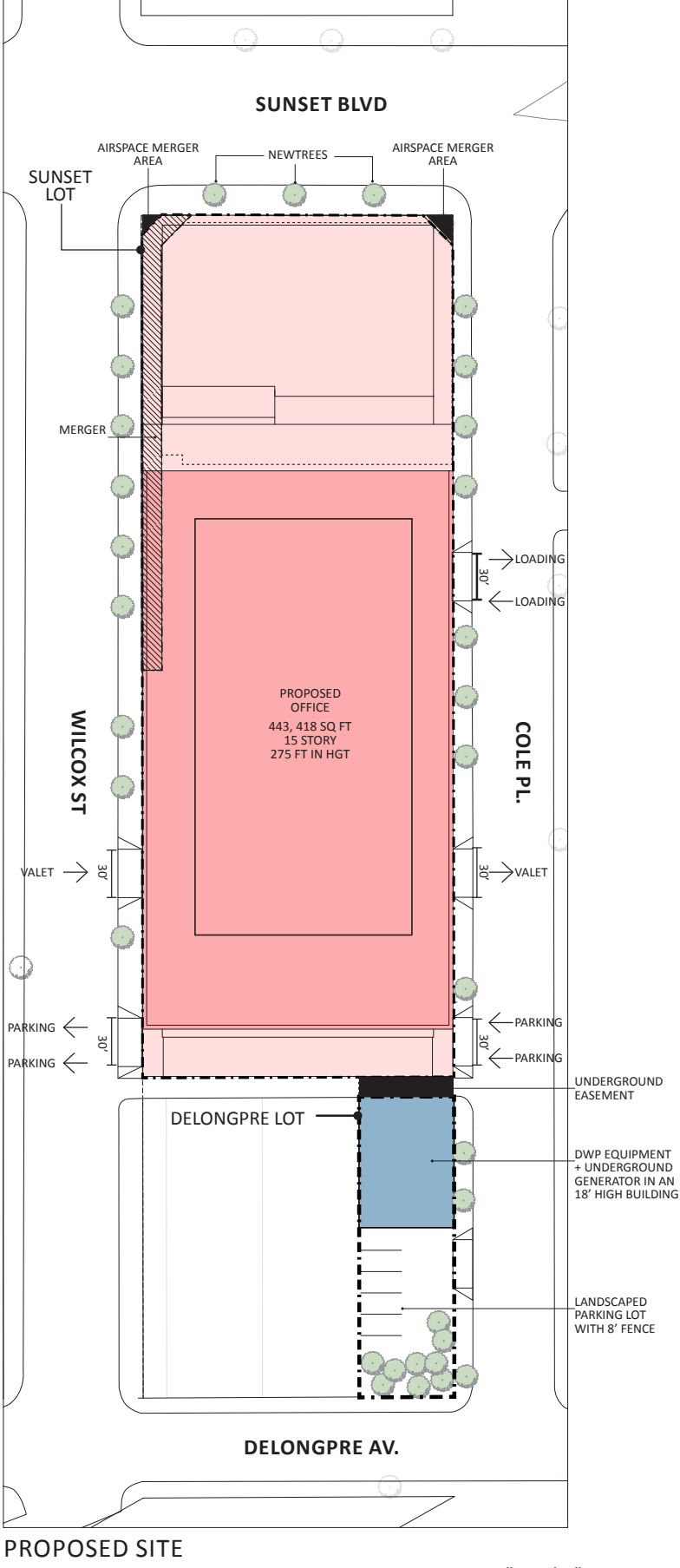
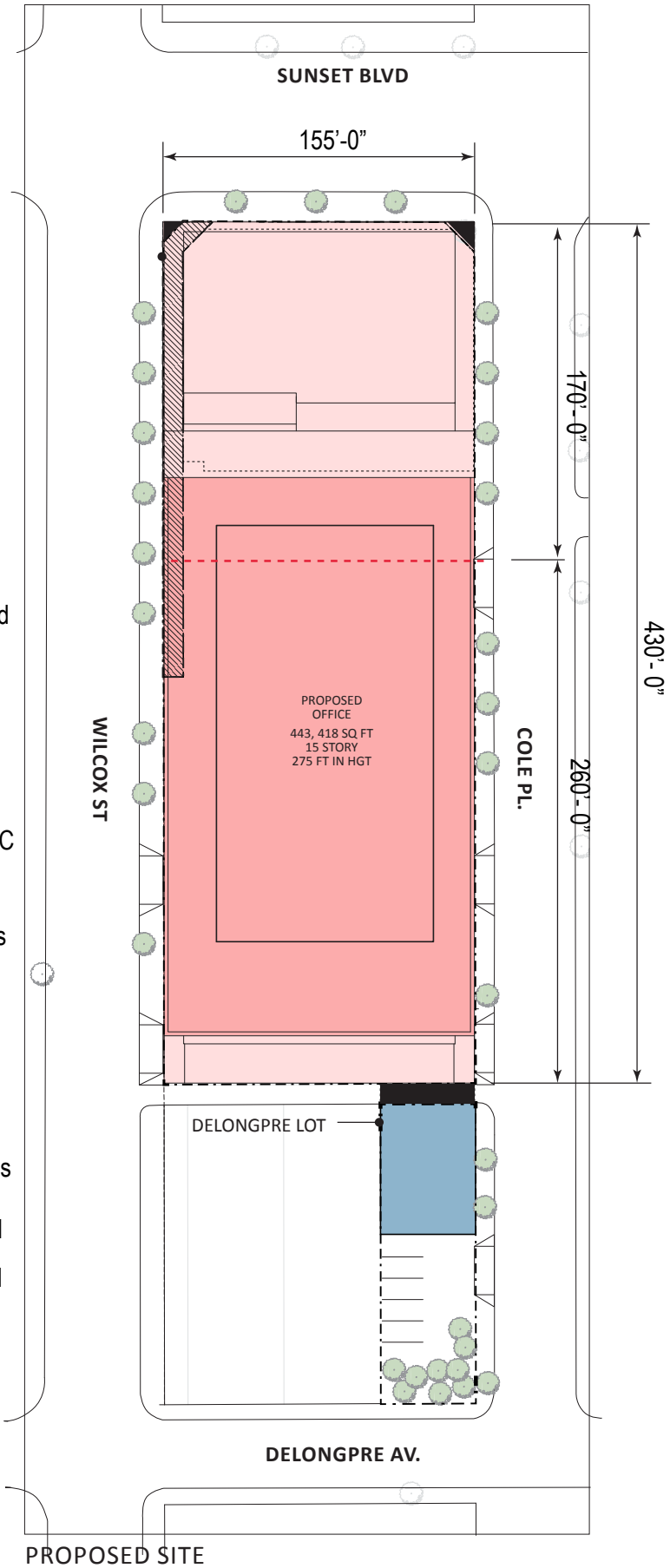


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A1

Building Top ID
Internally Illuminated Sign

A2

Blade ID
Internally Illuminated Sign

A4

Wall Sign
Internally Illuminated Sign

A5

Tenant ID
Wall Sign
Internally Illuminated Sign

A6

Digital Display
Wall Sign
Digital display to remain
static w/ 8 sec. refresh rate

A7

Building ID Canopy Sign
Illuminated letters



Signage Calculations Matrix

	Sign ID/Definition	Description	Illumination	Mounting	Quantity	Width	Height	Area
Sunset - Sign SUD 155' frontage X 2 310sf. allowed	A5	Tenant ID - Wall sign Max. area - 300 SF	Yes	Facade Mounted	3	10'-0"	8.75"	7.3 x 3 = 21.9 SF
	A6	Digital Display - Wall sign Max. area - 300 SF	Yes	Facade Mounted	1	20'-0"	14'-5"	288 SF
								309.9 SF. total 310 SF allowed
Wilcox - Sign SUD 170' frontage x 2 340 sf. allowed	A2	Blade ID - Projecting sign	Yes	Facade Mounted	1	3'- 0"	9'-0"	27 SF x 2 = 54 SF* (not counted toward max sign area per Sign SUD Sect. 5.E)
	A5	Tenant ID - Wall Sign Max. area - 300 SF	Yes	Facade Mounted	2	20'-0"	18"	30 SF x 2 = 60 SF
								60 SF. total 340 SF allowed
	A2	Blade ID - Projecting sign	Yes	Facade Mounted	1	3'- 0"	9'-0"	27 SF x 2 = 54 SF *
	A4	Parking ID- Wall sign	Yes	Facade Mounted	3	12'-0"	8'-0"	96 SF x 3 = 288 SF
	A4	Wall Sign	Yes	Facade Mounted	1	20'-0"	15'-0"	300 SF
Wilcox - LAMC 260' street frontage x 4 1040 sf. allowed	A7	BuildingID - Canopy sign	Yes	Facade Mounted	1	24'-0"	8'-0"	192 SF
	A1	BuildingTop ID - High Rise sign Max. area - 1000 SF	Yes	Facade Mounted	1	60'-0"	16'-6"	1000 SF (not counted towards max sign area per LAMC 14.4.10.E)
								834 SF. total 1040 SF allowed
Cole - Sign SUD 170' frontage x 2 340sf. allowed	A4	Building ID - Wall sign Max. area - 300 SF	Yes	Facade Mounted	1	20'-0"	15'-0"	300 SF
	A5	Tenant ID - Wall Sign Max. area - 300 SF	Yes	Facade Mounted	1	20'-0"	18"	30 SF
								330 SF. total 340 SF allowed
Cole - LAMC 260' st. frontage x 4 1040 sf. allowed	A2	Blade ID - Projecting sign	Yes	Facade Mounted	2	3'- 0"	9'-0"	27 SF x 4 = 108 SF*
	A4	Parking ID - Wall sign	Yes	Facade Mounted	4	12'-0"	8'-0"	96 SF x 4 = 384 SF
	A4	Wall Sign	Yes	Facade Mounted	1	20'-0"	15'-0"	300 SF
	A1	Building Top ID - High Rise sign Max. area - 1000 SF	Yes	Facade Mounted	1	60'-0"	16'-6"	1000 SF (not counted towards max sign area per LAMC 14.4.10.E)
								792 SF. total 1040 SF allowed
Alley/Delongpre LAMC 155' st. frontage x 4 620 sf. allowed	A4	Wall Sign	Yes	Facade Mounted	2	15'-0"	20'-0"	300 SF x2 = 600 SF
								600 SF. total 620 SF. allowed

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(*) Note that areas for blade signs account for areas of both sides of the sign, so total areas are doubled as a result.

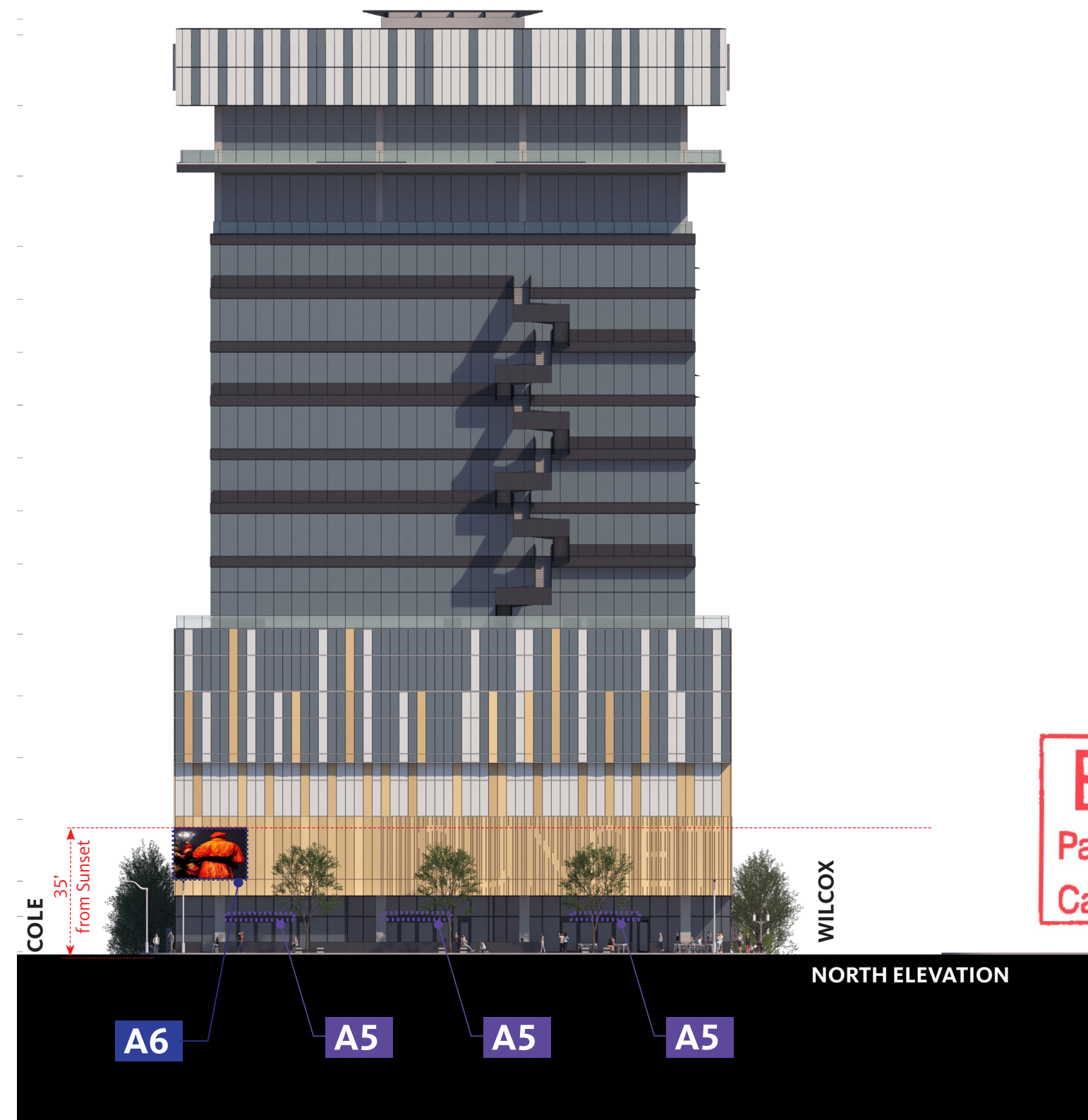
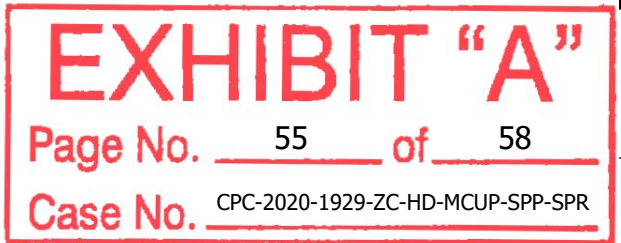


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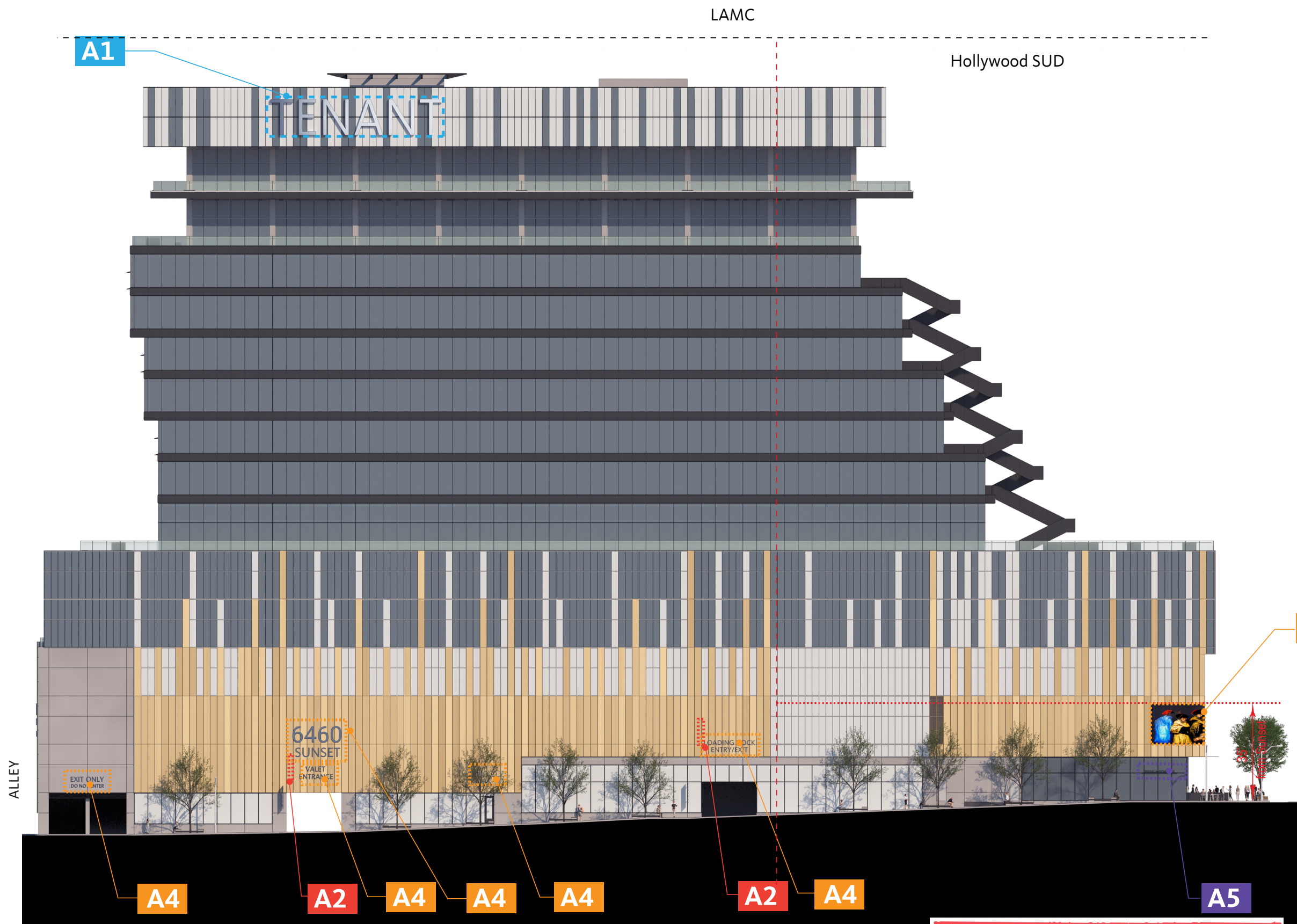


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GROUND LEVEL VIEWS



MODIFIED DESIGN

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EXHIBIT B

**Mitigation Monitoring Program
June 2022**

IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines. Public Resources Code Section 21081.6 requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.”

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified PDF and MM for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the PDF or MM.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency—the frequency at which the PDF or MM shall be monitored.
- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No

changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision-maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of first demolition, grading or building permit; Field inspection sign-off

(2) Mitigation Measures

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during Project plan check (provide proof of compliance); Periodically during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of first applicable foundation or building permit (provide proof of compliance); Field inspection sign-off

B. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of the new buildings will incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Gold or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Gold equivalence will include the following:

- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems, such as

light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.

- HVAC mechanical systems and building lighting will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation will be utilized in HVAC systems, and refrigerants in HVAC equipment will have low GHG emission rates. In particular, the HVAC system will be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Water-efficient plantings with drought-tolerant species and the use of drip irrigation;
- Fenestration designed for solar orientation; and
- Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; or City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance)
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

C. Noise

(1) Project Design Features

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.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of first demolition, grading or building permit; Field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of first applicable demolition, grading or building permit; Field inspection sign-off

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment will be screened from off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the acoustic line-of-sight from the equipment to the off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-4: Outdoor amplified sound systems, if any, will be designed so as not to exceed the maximum noise level of 75 dBA (L_{eq-1hr}) at a distance of 15 feet from the amplified speaker sound systems at Level 1 outdoor dining, Levels 4, 5, 7, 8, 9, 10, 11, 12, 13, 14 terraces, and 80 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at Level 6 terrace. A qualified noise consultant will provide written documentation that the design of the system complies with this maximum noise level.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once at field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit; preparation of compliance document by noise consultant prior to issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: Temporary and impermeable sound barriers shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the western property line of the Project Site between the construction areas and receptor location R1, receptor location R5, and receptor location R6. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor locations R1 and R6, and 5-dBA at receptor location R5.
- Along the northern property line of the Project Site between the construction areas and the receptor location R2. The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R2.
- Along the southern property line of the Project Site between the construction areas and the receptor location R6. The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R6.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction

- **Action Indicating Compliance:** Plan check approval and issuance of first demolition, grading or building permit; Field inspection sign-off

Mitigation Measure NOI-MM-2: Prior to start of construction, the Applicant shall retain the services of a qualified structural engineer to visit the single-story commercial building adjacent to the southern portion of the Project Site to the west, to inspect and document (video and/or photographic) the apparent physical condition of the building (i.e., any crack).

Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of recording and documenting the construction-related ground vibration levels at the single-story commercial building (adjacent to the Project Site) during demolition, shoring and excavation phase, as follows:

- a) The vibration monitoring system shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.25 inch/second (PPV) and a regulatory level of 0.3 inch/second (PPV) for the single-story commercial building. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- b) The vibration monitoring program shall be submitted to the Department of Building and Safety, prior to initiating any construction activities.
- c) In the event the warning level [0.25 inch/second (PPV)] is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, staggering concurrent activities (if doing so would not pose a safety risk to personnel or damage risk to buildings) and utilizing lower vibratory techniques.
- d) In the event the regulatory level [i.e., 0.3 inch/second (PPV)] is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart once the vibration level is re-measured and below the warning level.
- e) In the event that the regulatory ground vibration level is exceeded and there is documented evidence, including a visual inspection, that no damage has occurred, the ground vibration levels can be

increased to the criterion for the previous building structural category in increments as follows, subject to review and approval by the City, up to a maximum regulatory ground vibration level of 0.5 inch/second (PPV), or equivalent level.

- From Category II to Category I [0.30 to 0.50 inch/second (PPV), or equivalent level].

If the regulatory ground vibration level is increased, the warning level shall also be increased matching the corresponding Category as follows:

- Category I: 0.45 inch/second (PPV)

- f) If new regulatory and warning levels are set pursuant to Item “e” above, they can be exceeded and increased again pursuant to the same requirements in Item “e”.

At the conclusion of vibration-causing construction, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the immediately adjacent building and recommendations for repair, as may be necessary.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Periodically during construction
- **Action Indicating Compliance:** Plan check approval and issuance of first demolition, grading or building permit; Field inspection sign-off

D. Public Services—Police Protection

(1) Project Design Features

Project Design Feature POL-PDF-1: During construction, the Applicant will implement temporary security measures, including security fencing, lighting, and locked entry.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once during Field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of first demolition, grading or building permit; Field inspection sign-off

Project Design Feature POL-PDF-2: The Project will include a closed circuit camera system and keycard entry for building and parking areas not manned.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; or City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Post-construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

Project Design Feature POL-PDF-4: The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

Project Design Feature POL-PDF-5: The Project will design entrances to and exits from the building and open spaces around the building to be open and in view of surrounding sites.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

Project Design Feature POL-PDF-6: The Applicant will consult with LAPD regarding the incorporation of feasible crime prevention features. Upon completion of construction of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD's Hollywood Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

E. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: Prior to the start of construction, a Construction Traffic Management Plan shall be prepared and submitted to LADOT for review and approval. The Construction Traffic Management Plan will include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. Furthermore, the Construction Traffic Management Plan and Worksite Traffic Control Plan will include, but not be limited to, the following measures:

- A worksite traffic control plan(s), approved by the City of Los Angeles, will be implemented to route vehicular traffic, transit, bicyclists, and pedestrians around any lane and/or sidewalk closures;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during construction, including temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines;
- Parking for construction workers will be provided either on-site or at off-site, off-street locations. Parking shall be prohibited on streets in the vicinity of the Project Site; and
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to issuance of demolition, grading or building permit (provide proof of compliance); Once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; Field inspection sign-off

(2) Mitigation Measures

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

- **Enforcement Agency:** City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Pre-operation
- **Monitoring Frequency:** Once at Project plan check prior to issuance of building permits (provide proof of compliance); Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Once at Project plan check prior to issuance of demolition, grading or building permit (provide proof of compliance); issuance of Certificate of Occupancy

F. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

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

- Heating, ventilation, and air conditioning make up water systems will be supplied by the Project's capture and reuse system, which will be provided by storm water from the Project's storm water management plan.
- Install a meter on the make-up so water use can be monitored, and leaks can be identified and repaired.
- High Efficiency Toilets with a flush volume of 1.1 gallons per flush.
- Showerheads with a flow rate of 1.5 gallons per minute.
- Domestic Water Heating System located in close proximity to point(s) of use.
- Individual metering and billing for water use for every commercial unit.
- Drip/Subsurface Irrigation (Micro-Irrigation).

- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check (provide proof of compliance); Once prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

Case Number: CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

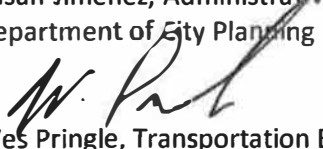
EXHIBIT C

**LADOT Assessment Letter
December 6, 2021**

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE6450 West Sunset Boulevard
DOT Case No. CEN20-49786

Date: December 6, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 6450 WEST SUNSET BOULEVARD (CPC-2020-1929-HD-VCU-MCUP-SPR-RDP-WDI/ENV-2020-1930-EIR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated March 2021, prepared by Fehr & Peers for the proposed mixed-use development, located at 6450 West Sunset Boulevard (full project address: 1420-1454 North Wilcox Ave, 6450-6462 West Sunset Avenue, 1413-1447 North Cole Place, and 6503 De Longpre Avenue). In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS**A. Project Description**

The proposed project includes construction of a fifteen-story mixed-use development. The total square footage for the project is 445,218 square feet of commercial development, including 431,032 square feet of office space and 14,186 square feet of restaurant space. The restaurant space includes 12,386 square feet of indoor ground floor space and the remainder of the restaurant space as outdoor space. Additionally, a 3,550 square foot two-floor building will be used for LADWP equipment, which is not counted towards floor area (per LAMC). The project would replace an existing 26,261 square foot commercial building and an existing surface parking lot (108 parking spaces). The project site is generally bounded by Sunset Boulevard to the north, Cole Place to the east, an existing alley to the south, and Wilcox Avenue to the west. The project is expected to be completed by year 2026.

The proposed project includes valet parking, whose operations will be as follows: vehicles will enter via the Cole Place ingress driveway and queue inside the garage. The valet queue loading zone is 100 feet length, providing space for four vehicles to queue at the valet zone simultaneously. The loading zone is acceptable as a concept, but the loading zone is subject to review by the LADOT Hollywood-Wilshire District Operations Office for final approval.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

Included in the VMT report as inputs are the following project design features: bicycle parking per LAMC and secure bicycle parking facilities and showers.

As cited in the transportation assessment report, the proposed project is projected to have no Household VMT and a Work VMT per capita of 6.1. The project restaurant space of 14,186 square feet is considered local serving since it is less than 50,000 square feet. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of Level of Service (LOS) and vehicle queuing, including the change in each, with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Corrective Measures (Non-CEQA Analysis)

In the traffic study report prepared by Fehr and Peers, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant is proposing the implementation of the following corrective measure.

1. Restriping Wilcox Avenue: to provide a center left-turn lane for both directions of travel along Wilcox Avenue. This provides a space for southbound vehicles turning left from Wilcox into the project site to queue without blocking through traffic on Wilcox. Due to existing driveways along Wilcox, a turning lane for both directions is proposed rather than an exclusive pocket turn lane for southbound traffic only. See **Attachment D** for a conceptual design of this proposal.

This proposed corrective measure is subject to review by the LADOT Hollywood-Wilshire District Operations Office, which will also require coordination with the Geometric Design Group.

F. Implementation of Improvements and Corrective Measures

The applicant shall be responsible for the cost and implementation of any traffic signal equipment or modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at

ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed corrective measure does not receive the required approval during plan review, a substitute corrective measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in correcting the project's deficiency.

G. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would add 25 or more peak hour trips to two off-ramps during the morning and afternoon peak hours to the following off-ramps:

- US-101 Southbound Off-ramp & Cahuenga Boulevard (AM peak hour)
- US-101 Northbound Off-ramp & Sunset Boulevard (AM peak hour)

As shown in **Attachment E**, the addition of traffic generated by the Project is projected to increase the overflow onto the mainline lanes by eight cars in the AM peak hour (assuming an average queue storage length of 25 feet per car) for the US-101 Northbound Off-ramp to Sunset Boulevard in both Future Base (2026) plus Project scenarios. The following mitigation measure was identified to address the impact:

- Addition of a protected/permitted left-turn phase with optimized signal timing for westbound Sunset Boulevard at Van Ness Avenue

DOT concurs with the above mitigation measure. The proposed signal improvement is subject to final approval by DOT. The Applicant would be responsible for all costs associated with the design and installation of the improvement through the B-Permit process of the Bureau of Engineering (BOE).

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Sunset Boulevard** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Wilcox Avenue** has been designated as a Modified Avenue III which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. **Cole Place** has been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 1,291 vehicular parking spaces as well as 143 bicycle parking spaces (50 long-term spaces and 93 short-term spaces). 1,286 of the vehicular parking spaces will be located on six levels: three subterranean levels and three above grade levels, and the remaining five spaces will be located in a small surface lot on site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment F**) is acceptable to DOT. Vehicular access to the site will be provided via six total driveways: four on Cole Place and two on Wilcox Avenue. The four Cole Place driveways include: one ingress driveway, one egress driveway, one two-way driveway for loading operations, and one driveway exclusively for LADWP access to the site. The two Wilcox Avenue driveways include: one ingress and one egress driveway. Bicycle parking access to the site will be located on Cole Place. Pedestrian access to the site will be located on Sunset Boulevard and Wilcox Avenue. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to

abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

L:\letters\2021\CEN20-49786_6450 Sunset Blvd_MU

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Matthew Masuda, Central District, BOE
Seth Contreras, Fehr and Peers

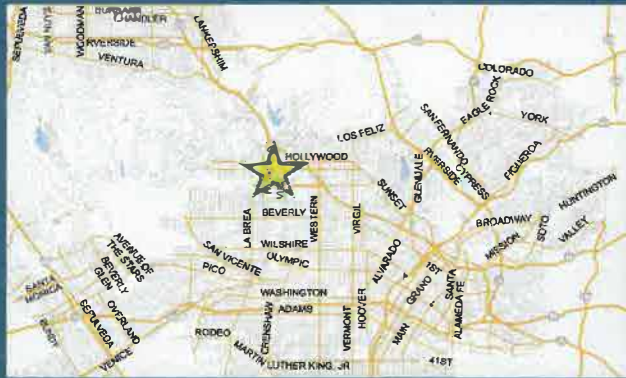
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:
 Scenario: [WWW](#)
 Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	16.932	ksf
Retail General Retail	16.932	ksf
Office General Office	9.329	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

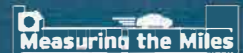
Proposed Project Land Use

Land Use Type	Value	Unit
Office General Office	431.032	ksf
Retail High-Turnover Sit-Down Restaurant	14.186	ksf
Office General Office	431.032	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
571 Daily Vehicle Trips	3,445 Daily Vehicle Trips
3,806 Daily VMT	24,844 Daily VMT
Tier 1 Screening Criteria Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	2,874 Net Daily Trips
The net increase in daily VMT ≤ 0	21,038 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14.186 ksf
The proposed project is required to perform VMT analysis.	

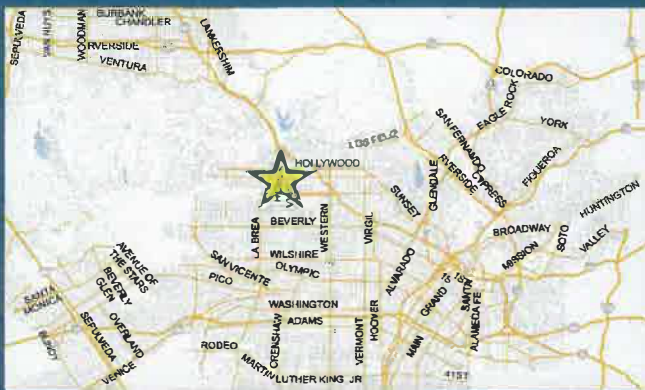


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: **Sunset+Wilcox Project**
 Scenario: **Proposed Project**
 Address: **6450 W SUNSET BLVD, 90028**



Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	14.186	ksf
Office General Office	431.032	ksf

TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
3,402 Daily Vehicle Trips	3,402 Daily Vehicle Trips
24,534 Daily VMT	24,534 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.1 Work VMT per Employee	6.1 Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	14.186	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	431.032	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

Analysis Results			
Total Employees: 1,781			
Total Population: 0			
Proposed Project		With Mitigation	
3,402	Daily Vehicle Trips	3,402	Daily Vehicle Trips
24,534	Daily VMT	24,534	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.1	Work VMT per Employee	6.1	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (> 50% to < 50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
	Transit subsidies		
	Employees and residents eligible (%)	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	50.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 24, 2020
 Project Name: Sunset+Wilcox Project
 Project Scenario: Proposed Project
 Project Address: 6450 W SUNSET BLVD, 90028



TDM Adjustments by Trip Purpose & Strategy														
Place type: Urban														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored van pool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Shared carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 24, 2020

Project Name: Sunset+Wilcox Project

Project Scenario: Proposed Project

Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (Transportation Assessment Guidelines Attachment G) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 24, 2020
 Project Name: Sunset+Wilcox Project
 Project Scenario: Proposed Project
 Project Address: 6450 W SUNSET BLVD, 90028



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	4.2	0	0
Non-Home Based Other Production	735	-6.3%	689	7.3	5,366	5,030
Home-Based Work Attraction	2,178	-39.6%	1,316	8.4	18,295	11,054
Home-Based Other Attraction	1,548	-51.5%	751	5.7	8,824	4,281
Non-Home Based Other Attraction	735	-6.3%	689	6.5	4,778	4,479

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	680	4,967	-1.2%	680	4,967
Home-Based Work Attraction	-1.2%	1,300	10,916	-1.2%	1,300	10,916
Home-Based Other Attraction	-1.2%	742	4,228	-1.2%	742	4,228
Non-Home Based Other Attraction	-1.2%	680	4,423	-1.2%	680	4,423

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
 Total Employees: 1,781
 APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	10,916	10,916
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	6.1	6.1

TABLE 13
SUNSET+WILCOX PROJECT
OPENING YEAR NO PROJECT AND PLUS PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS

#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Storage Length	Maximum Queue				Project Contributes to Unacceptable Queuing ¹	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		Movement		2026 Baseline		2026 with Project		Unacceptable Queuing ¹	
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Wilcox Ave/Selma Ave	B/E	NBL	B	F	C/E	C	E	NBL	65	89	90	109	110	-	-
			NBT	A	F		A	F	NBT	550	182	564	242	392	-	-
			NBR	A	F		A	F	NBR	550	182	564	242	392	-	-
			SBL	B	F		D	F	SBL	1,100	110	124	124	124	-	-
			SBT	B	D		E	E	SBT	295	295	295	314	299	-	-
			SBR	A	D		D	E	SBR	295	295	295	314	299	-	-
			EBL	D	F		D	F	EBL	50	74	74	74	74	-	-
			EBT	C	F		C	F	EBT	370	276	364	324	381	-	-
			EBR	C	E		C	F	EBR	370	276	364	324	381	-	-
			WBL	C	E		D	F	WBL	50	74	74	74	74	-	-
			WBT	C	C		C	D	WBT	380	228	327	215	337	-	-
			WBR	B	C		B	D	WBR	380	228	327	215	337	-	-
2	Cahuenga Blvd/Selma Ave	C/C	NBL	B	N/A	C/C	C	N/A	NBL	50	44	0	53	0	-	-
			NBT	A	B		A	B	NBT	550	339	352	213	222	-	-
			NBR	A	F		A	F	NBR	550	339	352	213	222	-	-
			SBL	C	N/A		C	N/A	SBL	50	72	0	74	0	-	-
			SBT	C	C		C	C	SBT	465	379	443	495	357	-	-
			SBR	C	C		D	D	SBR	465	379	443	486	357	-	-
			EBL	D	F		D	F	EBL	50	74	74	74	74	-	-
			EBT	C	F		C	F	EBT	380	196	373	230	350	-	-
			EBR	D	F		C	F	EBR	380	196	373	230	350	-	-
			WBL	E	D		E	D	WBL	50	74	74	74	74	-	-
			WBT	C	C		C	D	WBT	280	212	287	232	282	-	-
			WBR	C	C		C	C	WBR	280	212	287	232	282	-	-
3	Wilcox Ave/Sunset Blvd	C/C	NBL	D	E	C/D	D	F	NBL	90	114	114	114	114	-	-
			NBT	C	E		C	E	NBT	190	205	285	266	273	-	-
			NBR	E	E		E	E	NBR	50	75	75	75	75	-	-
			SBL	D	F		F	F	SBL	50	74	74	74	74	-	-
			SBT	D	E		F	F	SBT	550	562	566	597	567	-	-
			SBR	C	D		E	E	SBR	50	75	75	75	75	-	-
			EBL	D	F		D	E	EBL	50	75	75	75	75	-	-
			EBT	D	C		D	C	EBT	100	204	207	167	213	-	-
			EBR	C	B		C	B	EBR	100	183	205	156	211	-	-
			WBL	C	D		E	D	WBL	90	114	87	114	99	-	-
			WBT	A	B		B	B	WBT	140	228	220	230	210	-	-
			WBR	A	D		B	D	WBR	140	221	220	223	210	-	-
4	Cole Pl/Sunset Blvd ²	A/A	NBR	F	F	A/A	F	F	NBR	115	76	163	66	192	-	-
			EBT	D	A		D	A	EBT	140	202	186	166	180	-	-
			EBR	C	A		C	A	EBR	140	167	171	142	179	-	-
			WBL	A	N/A		C	N/A	WBL	40	36	0	63	0	-	-
			WBT	A	B		A	B	WBT	170	188	227	206	159	-	-

Notes:

SBL = Southbound left, NBL = Northbound left, WBL = Westbound left, EBL= Eastbound left, SBT = Southbound through, NBT = Northbound through, EBT = Eastbound through, WBT = Westbound through

¹Unacceptable queuing defined by the TAG as turning queues that extend out of the storage bay or a through queue that blocks a side street or alley along an Avenue or Boulevard at a signalized intersection.

²Study intersections #4 and #9 are unsignalized intersections.

TABLE 13
SUNSET+WILCOX PROJECT
OPENING YEAR NO PROJECT AND PLUS PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS

#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Movement	Storage Length	Maximum Queue				Project Contributes to	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		2026 Baseline			2026 with Project		Unacceptable Queuing ¹			
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour	AM Peak Hour	PM Peak Hour			
5	Cahuenga Blvd/Sunset Blvd ²	D/D	NBL	F	E	D/D	F	E	NBL	90	114	114	112	114	-	-	
			NBT	D	D		D	D	NBT	570	451	480	294	358	-	-	
			NBR	F	E		F	E	NBR	570	451	480	294	358	-	-	
			SBL	F	E		F	F	SBL	60	85	85	85	85	-	-	
			SBT	E	E		F	E	SBT	550	551	548	593	545	-	-	
			SBR	E	E		F	E	SBR	550	551	548	593	545	-	-	
			EBL ⁴	D	F		D	E	EBL	75	100	170	100	170	-	-	
			EBT	D	B		D	B	EBT	170	211	233	218	238	-	-	
			EBR	C	B		C	B	EBR	170	203	205	218	228	-	-	
			WBL	E	F		E	F	WBL	65	90	90	90	89	-	-	
			WBT	A	C		B	C	WBT	120	181	213	201	178	-	-	
			WBR	A	B		A	B	WBR	120	175	197	186	178	-	-	
6	Ivar Ave/Sunset Blvd	C/D	NBL	D	D	C/D	D	D	NBL	110	135	132	134	134	-	-	
			NBT	C	D		C	D	NBT	570	386	418	329	393	-	-	
			NBR	C	C		C	D	NBR	570	386	418	329	393	-	-	
			SBL	D	F		D	F	SBL	60	79	85	80	82	-	-	
			SBT	C	F		C	F	SBT	550	278	586	287	323	-	-	
			SBR	B	F		C	F	SBR	75	100	100	100	100	-	-	
			EBL	D	D		D	D	EBL	25	49	53	49	49	-	-	
			EBT	C	A		C	B	EBT	120	167	170	150	143	-	-	
			EBR	C	B		C	B	EBR	120	153	158	147	143	-	-	
			WBL	D	F		D	F	WBL	110	134	135	134	135	-	-	
			WBT	C	E		C	E	WBT	555	474	610	414	439	-	-	
			WBR	C	F		C	F	WBR	555	445	594	414	436	-	-	
7	Vine St/Sunset Blvd	E/E	NBL	D	F	E/E	D	F	NBL	160	184	184	184	185	-	-	
			NBT	C	E		C	E	NBT	575	541	603	537	618	-	-	
			NBR	C	E		C	E	NBR	90	115	115	115	115	-	-	
			SBL	E	F		E	F	SBL	150	175	175	175	175	-	-	
			SBT	E	F		E	F	SBT	550	592	617	599	614	-	-	
			SBR	E	F		E	E	SBR	550	581	617	599	614	-	-	
			EBL	F	E		F	E	EBL	120	145	144	144	144	-	-	
			EBT	F	D		F	D	EBT	555	592	556	416	512	-	-	
			EBR	F	D		F	D	EBR	555	592	556	415	512	-	-	
			WBL	F	F		F	F	WBL	160	185	185	185	184	-	-	
			WBT	D	D		E	D	WBT	365	439	443	424	438	-	-	
			WBR	D	D		D	D	WBR	365	439	443	419	438	-	-	

Notes:

SBL = Southbound left, NBL = Northbound left, WBL = Westbound left, EBL= Eastbound left, SBT = Southbound through, NBT = Northbound through, EBT = Eastbound through, WBT = Westbound through

¹Unacceptable queuing defined by the TAG as turning queues that extend out of the storage bay or a through queue that blocks a side street or alley along an Avenue or Boulevard at a signalized intersection.

²Eastbound left-turn pocket at Cahuenga Boulevard extended in the PM peak hour since the westbound left-turn movement at Cole Place is prohibited in the PM.

TABLE 13
SUNSET+WILCOX PROJECT
OPENING YEAR NO PROJECT AND PLUS PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS

SPANNING YEAR NO PROJECT AND POST PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE AND QUEUING ANALYSIS																	
#	Study Intersection	2026 Baseline LOS				2026 with Project LOS				Movement	Storage Length	Maximum Queue				Project Contributes to	
		Intersection LOS (AM/PM)	Movement	Directional LOS		Intersection LOS (AM/PM)	Directional LOS		2026 Baseline			2026 with Project		Unacceptable Queuing			
				AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour	AM Peak Hour	PM Peak Hour			
8	Wilcox Ave/De Longpre Ave	B/D	NBL	C	D	B/D	C	E	NBL	50	74	73	74	74	-	-	
			NBT	B	D		B	E	NBT	575	360	566	441	556	-	-	
			NBR	B	D		B	E	NBR	575	360	566	441	556	-	-	
			SBL	B	E		B	E	SBL	50	74	74	72	74	-	-	
			SBT	A	C		A	C	SBT	250	253	313	192	163	-	-	
			SBR	A	C		A	C	SBR	250	253	313	192	163	-	-	
			EBL	B	F		D	F	EBL	50	64	74	74	74	-	-	
			EBT	C	E		C	E	EBT	1,015	137	728	165	742	-	-	
			EBR	B	E		B	E	EBR	1,015	137	728	165	742	-	-	
			WBL	C	F		C	F	WBL	50	74	74	74	74	-	-	
			WBT	C	D		C	D	WBT	155	171	186	242	211	-	-	
			WBR	C	D		C	D	WBR	155	171	186	242	211	-	-	
9	Cole Pl/De Longpre Ave ²	A/C	SBL	A	F	A/D	C	F	SBL	25	29	29	47	94	-	-	
			SBR	A	A		C	F	SBR	110	34	33	88	158	-	-	
			EBL	A	C		A	D	EBL	155	61	241	81	232	-	-	
			EBT	A	C		A	C	EBT	155	61	241	81	232	-	-	
			WBT	A	B		A	B	WBT	155	127	157	145	166	-	-	
			WBR	A	D		A	D	WBR	155	127	157	145	166	-	-	
10	Cahuenga Blvd/De Longpre Ave	B/E	NBL	D	F	B/E	D	F	NBL	65	89	85	89	89	-	-	
			NBT	B	E		B	E	NBT	185	199	246	202	234	-	-	
			NBR	B	D		B	D	NBR	185	199	246	191	234	-	-	
			SBL	B	F		B	F	SBL	50	59	74	55	70	-	-	
			SBT	A	E		A	E	SBT	570	317	585	278	269	-	-	
			SBR	A	E		A	E	SBR	570	316	585	278	269	-	-	
			EBL	C	D		D	D	EBL	50	71	75	73	75	-	-	
			EBT	C	D		C	D	EBT	155	146	240	183	264	-	-	
			EBR	B	D		B	D	EBR	155	146	240	183	53	-	-	
			WBL	C	F		D	F	WBL	50	74	74	74	71	-	-	
			WBT	C	C		C	C	WBT	100	110	110	110	110	-	-	
			WBR	C	C		C	C	WBR	100	110	110	110	110	-	-	
11	Wilcox Ave/Fountain Ave	C/F	NBL	D	F	D/F	D	F	NBL	60	84	84	80	83	-	-	
			NBT	C	F		D	F	NBT	555	328	572	482	572	-	-	
			NBR	B	F		E	F	NBR	555	328	572	482	572	-	-	
			SBL	C	D		F	E	SBL	60	82	85	85	85	-	-	
			SBT	B	C		C	D	SBT	575	374	543	499	632	-	-	
			SBR	B	C		C	D	SBR	575	374	543	499	632	-	-	
			EBL	D	F		F	F	EBL	25	56	54	49	50	-	-	
			EBT	C	F		F	F	EBT	1,025	398	985	795	855	-	-	
			EBR	B	F		F	F	EBR	90	115	115	115	115	-	-	
			WBL	C	C		D	D	WBL	50	74	51	52	52	-	-	
			WBT	C	D		C	D	WBT	540	410	478	447	408	-	-	
			WBR	C	C		C	D	WBR	540	410	478	447	408	-	-	

Notes: SBL = Southbound left, NBL = Northbound left, WBL = Westbound left, EBL = Eastbound left, SBT = Southbound through, NBT = Northbound through, EBT = Eastbound through, WBT = Westbound through

¹Unacceptable queuing defined by the TAG as turning queues that extend out of the storage bay or a through queue that blocks a side street or alley along an Avenue or Boulevard at a signalized intersection.

²Study intersections #4 and #9 are unsignalized intersections.

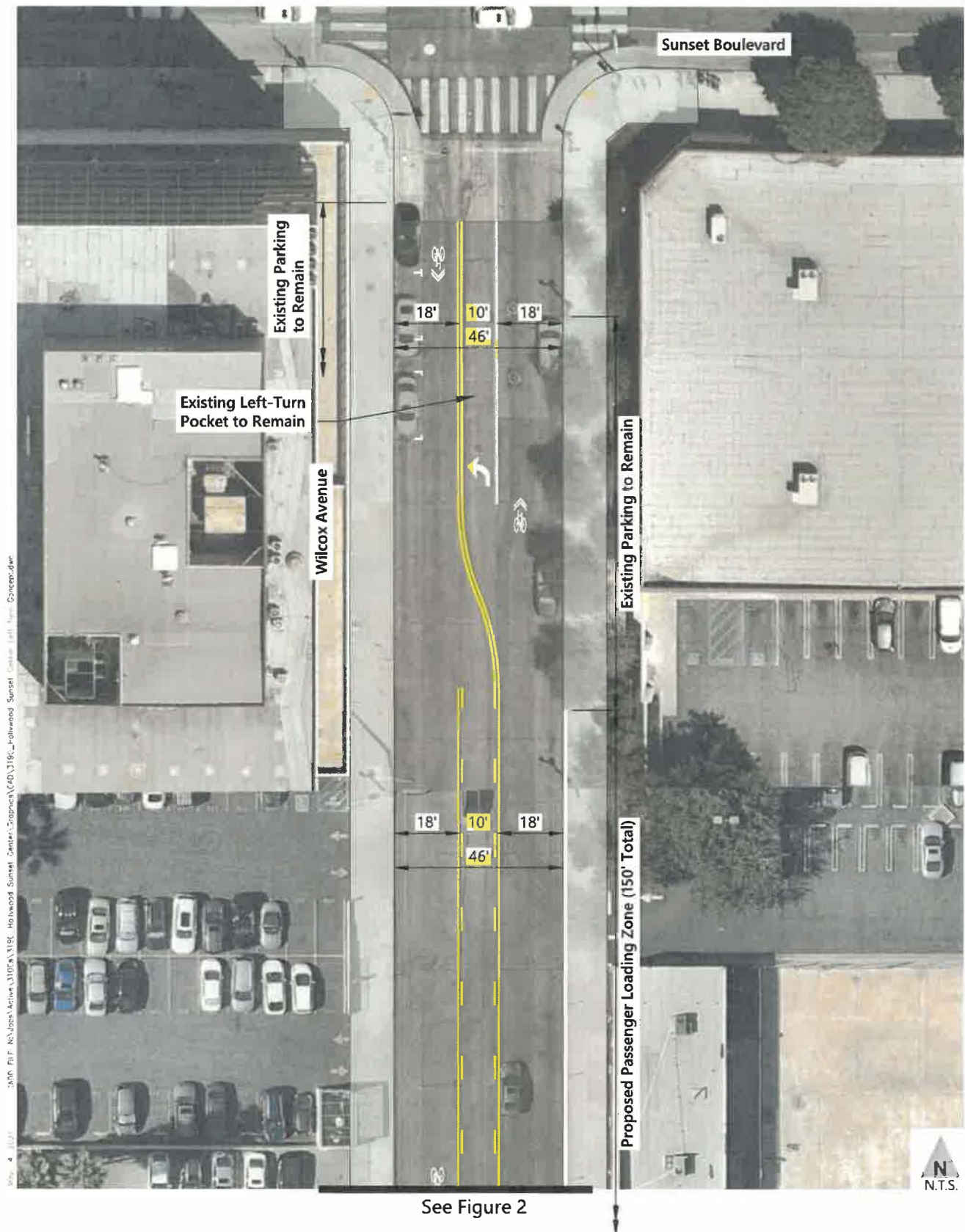


Figure 1
**Wilcox Avenue Two-Way Left Turn Lane Concept - North
Sunset+Wilcox**

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



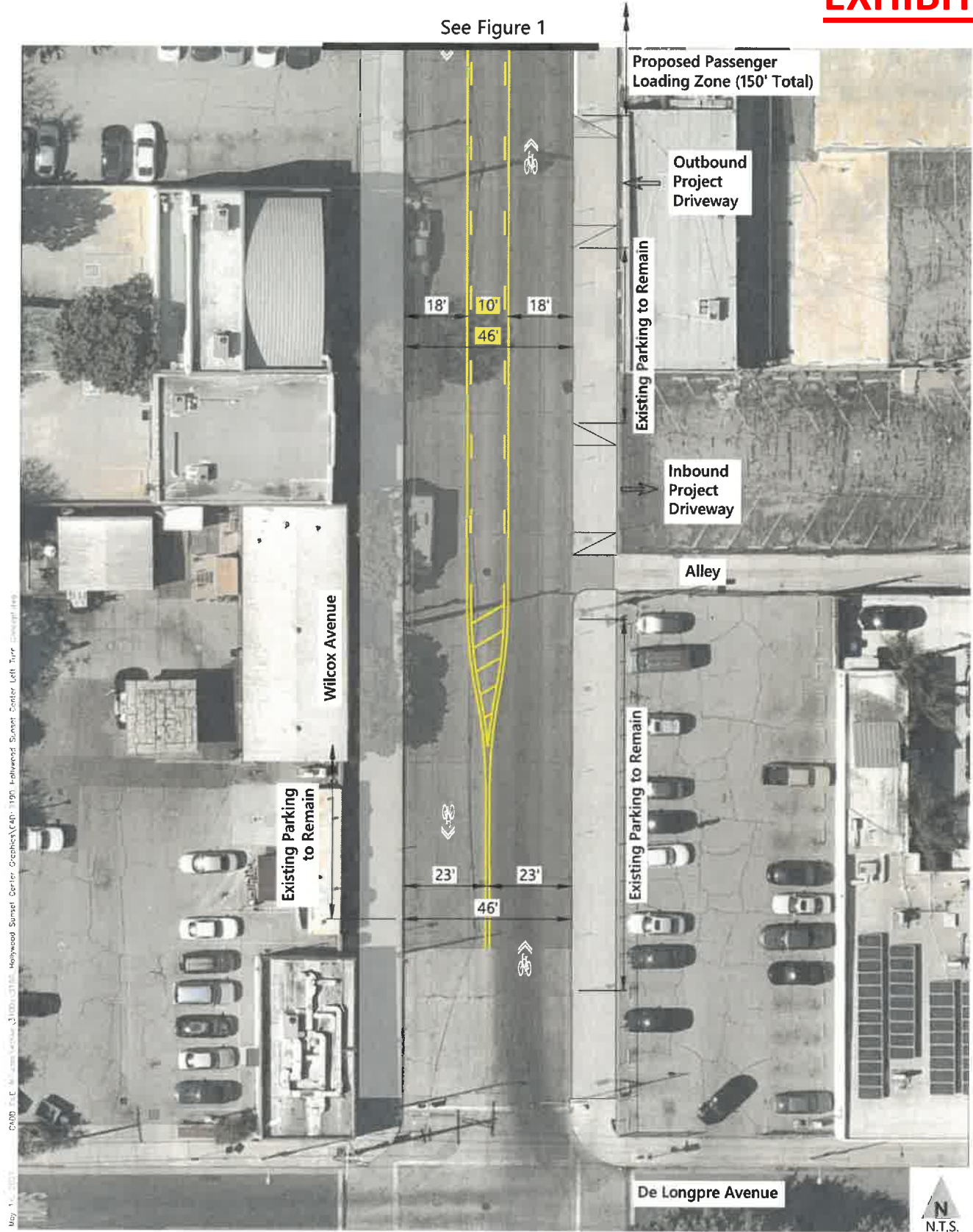


Figure 2
Wilcox Avenue Two-Way Left Turn Lane Concept - South
Sunset+Wilcox

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

TABLE 5
SUNSET+WILCOX PROJECT
FREEWAY OFF-RAMP QUEUING ANALYSIS
FUTURE BASE (2026) PLUS PROJECT SCENARIO

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Control	Future Base Conditions 2026			Future Base Plus Project Conditions 2026				
							AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Increase (feet)	Equivalent Car Lengths [b]	Potential Safety Issue? [c]
			Lanes	Movement	Length [a]		Queue (ft)	Max (ft)	AM	Queue (ft)	Max (ft)	AM		
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [d]	2,820 [e] 2,820 [e]	2,820	Yes	3,010 [e] 3,010 [e]	3,010	190	8	Yes
US-101 SB Off-Ramp	Cahuenga Boulevard	1,515	3	Right Left	1,515 410	Stop Controlled	1,314 17	1,314	No	1,462 17	1,462	148	6	No

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: If a proposed project adds two or more car lengths to a ramp queue that extends to the freeway mainline, then the location must be tested for safety issues.

[d]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[e]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.

TABLE 6
SUNSET+WILCOX PROJECT
FREEWAY OFF-RAMP QUEUING ANALYSIS
FUTURE BASE (2026) PLUS PROJECT WITH MITIGATION SCENARIO

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Control	Future Base Conditions 2026			Future Plus Project with Mitigation 2026				
							AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Change (feet)	Queue Length Change (car lengths) [b]	Project Impact Mitigated?
			Lanes	Movement	Length [a]		Queue (ft)	Max (ft)	AM	Queue (ft)	Max (ft)	AM		
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Right Through	950 310	Uncontrolled & Stop [c]	2,820 [d] 2,820 [d]	2,820	Yes	2,350 [d] 2,350 [d]	2,350	-470	-19	Yes

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[d]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.



Sunset + Wilcox Site Plan

Case Number: CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

EXHIBIT D

Public Comment Letters



P: (626) 381-9248
F: (626) 389-5414
E: info@mitschtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

July 5, 2022

James Harris, City Planning Associate
City of Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012
Em: james.harris@lacity.org

RE: City of Los Angeles' Sunset + Wilcox Project (SCH #: 2020120005)
(ENV-2020-1930-EIR).

Dear James Harris,

On behalf of the Southwest Regional Council of Carpenters (“**Southwest Carpenters**” or “**SWRCC**”), my Office is submitting these comments on the City of Los Angeles’ (“**City**” or “**Lead Agency**”) Draft Environmental Impact Report for the Sunset + Wilcox Project (SCH#:2020120005) (ENV-2020-1930-EIR) (“**Project**”).

The Southwest Carpenters would like to express their support for this Project. After receiving clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.

Sincerely,

Mitchell M. Tsai

Attorneys for Southwest Regional
Council of Carpenters



August 15, 2022

James Harris
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012
(213) 978-1241
james.harris@lacity.org

Re: Sunset + Wilcox Project (CPC-2020-1929-HD-MCUP-SPR-SPP)

Mr. Harris,

My name is Rachel Kurstin, and I own the property located at 6507-6509 West De Longpre Avenue, which is adjacent to the proposed Sunset + Wilcox project. My property is located adjacent to the public alley, which is the sole means of vehicular access to my property. I am very interested in the future of the alley, including the safety of those that use the alley.

I have met with the Sunset + Wilcox developers, and understand that they have requested that the City waive the 5-foot dedication along the alley. I wholeheartedly support their request, and ask that the City waive the dedication.

Sincerely,

Rachel Kurstin

**HOLLYWOOD PAL
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EXHIBIT D

September 7, 2022

Jim Harris, City Planner
Office of City Planning
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

Re: ENV-2020-1930-EIR

Dear Jim,

My name is Kitty Gordillo, and I am the Executive Director for the Hollywood Police Activities League (PAL). Our physical address is 6501 Fountain Avenue located in Hollywood City Hall. Additionally, I've been working in Hollywood for 20 years (6 at HPAL, 14 at the Hollywood YMCA on Schrader) so I'm very familiar with the community immediately surrounding the Sunset + Wilcox project. I was on the Planning call this morning, but experienced sound issues both on Zoom and my phone. Apologies.

Hollywood PAL is a grass roots nonprofit that partners with LAPD Hollywood Division to drive positive change in the community through officer and volunteer led after school programs for underserved Hollywood youth. We provide opportunities and engagement connecting youth, officers, and community members to learn, grow, and become their best self. For over 25 years Hollywood PAL has been a staple in the community, developing critical partnerships and providing service for over 600 youth annually.

We are excited about the Sunset & Wilcox project and the positive changes it will help bring to the Hollywood Community by specifically activating Sunset Boulevard and Wilcox in an area that has become unsafe and dilapidated. With Hollywood facing so many challenges, it's more important now that we work together to clean up Hollywood and re-establish it as the best destination ever. This can only happen if we encourage development, new jobs, create safe welcoming spaces, and connect with those willing to invest in this community which is clearly the case for this project and the project team.

To truly strengthen the community and create opportunities for change we all must work together and by partnering with local leaders, organizations, businesses, and individuals, coming together openminded yet willing to do the hard work to get things done. I know this project and their team understands and embraces working with and supporting the Hollywood community to have a greater impact ultimately making a difference in all our futures, where we work, live and play.

I am definitely in support of this project.

Sincerely,


Kitty Gordillo
Executive Director

Hollywood Police Activities League ♦
1358 N. Wilcox Ave/6501 Fountain Ave ♦ Los Angeles, CA 90028
PH: 323.467.7114 ♦ info@hollywoodpal.org ♦ www.hollywoodpal.org

James Harris, City Planner
Los Angeles City Planning Department
221 N. Figueroa Street
Rm1350
Los Angeles, CA90012

September 6, 2022

RE: VTT-83088
CPC-2020-1929-HD-MCUP-SPR-SPP
ENV-2020-1930-EIR
6450 Sunset Blvd.

Dear Mr.Harris and/or other appropriate City Planners,

I, and my neighborhood, have some serious concerns about CPC-2020-1929-HD-MCUP-SPR-SPP and related cases that are before you. The overwhelming concern is with the FAR/height/massing of the building that is being sought. We are in the neighborhood to the West and South of the proposed project.

First, I'm not quite certain but I believe I should have been mailed a notice of the Sept. 7, 2022 hearing, which I was not. I only found out about it because a neighbor showed it to me. Maybe I'm reading the radius map incorrectly, there are two radius lines and not sure how or where the 500-foot radius is calculated from, but I am fully within the outer line. Out of the five addresses on our property, no one received the notification.

6:1 FAR is excessive and inappropriate for this location and will be precedent setting. No project in Hollywood has been allowed a 6:1 FAR for office/commercial only project such as this. The D limitation is correct and should be maintained or at the very most, nothing over 4.5:1 should be allowed. This project towers over the 6464 building to the West and is even larger than the CNN Building directly to the East.

The applicant's Findings use 5901 Sunset (CPC-2013-2812-2C-HD-CU-SPR) as a comparative example. That FAR was approved at 4.5:1 and the developer eventually lowered it to 3.99:1 and 181-feet tall as a sensitivity to the community. The building across Sunset from Epic (5808 Sunset), another comparative recent office building, is 1.5:1, 200-feet tall.

The only two approved projects nearby at 6:1 FAR is the Palladium project on the North side of Sunset between Argyle and El Centro, and the old Amoeba Records location at 6400 Sunset. They are both mostly residential with 731 residential units. and 200 units at Amoeba with a small amount of ground floor retail

No office/commercial project has been approved South of Sunset Blvd at 6:1. This project offers no housing, which according to the City, County, and State is

desperately needed. The lack of housing and/or affordable housing is a crisis according to all government officials at every level and is ostensibly fueling our homelessness crisis. We do not have an office or commercial crisis. There is no need and no justification by DCP to grant a 6:1 FAR and change the height district. This project is not directly in the Regional Center and should show more sensitivity to the surrounding neighborhoods nearby. The other projects mentioned in the findings don't have similar nearby residential uses.

It would be one thing if the proposed project equaled, or even slightly exceeded, the office buildings to each side, but the buildings to each side do not extend South all the way to De Longpre, the way the proposed project does. I do not know the square footage of those two office buildings, but the massing of the proposed project seems twice the size at the very least.

Four levels of at grade/above grade parking is excessive and against all best planning practices and should not be allowed. All excess parking beyond code required should not be allowed.

Again, without housing, this is bad planning. Look no further than Santa Monica that built lots of office space and not enough housing to accompany it. Some of the worst traffic has been created, not to mention pollution and lower quality of life for all Angelinos.

What are the Community Benefits? And don't tell us it's the building itself, which is what all developers say. What, when, and how are they going to contribute to the people that live here, because this project as is only takes.

We have concerns about the MCUP. MCUP's always seem to be vague but will the terraces be activated for alcohol service? If so, we would like to see conditions attached preventing such outdoor areas from harming the life of nearby residents. Nothing over 12AM midnight, no dancing, no live entertainment, and no amplified music are some conditions to include for any outdoor, above the ground, CUB areas. Or if no outside, above the ground floor areas are proposed, please identify those areas as it not being allowed. We do not want to deal with loud office parties in the future. Please protect all neighborhoods quality of life, not just these office tenants who will be going home TO SOME PLACE ELSE!

This was short notice so I would like to get comments in directly about the EIR.

Thank you.
David Carrera
6530 Leland way
L.A., CA 90028



James Harris <james.harris@lacity.org>

Re: 6450 - 6462 Sunset Blvd development

2 messages

Alek <alek3773@gmail.com>
To: James.Harris@lacity.org

Sat, Sep 10, 2022 at 1:45 PM

Dear James,

I am a local resident (living just walking distance from the proposed site),
and would like to express my total SUPPORT for the project.

Here is the info:

Case #CPC-2020-1929-HD-MCUP-SPR-SPP,
VTT83D88

This is a proposed 15-story mixed-use office-building project.

Also, was wondering:

What is the latest decision by the City?
Has it been approved?

Please let me know.
Thanks so much!

` Alek Friedman
Hollywood, California

James Harris <james.harris@lacity.org>
To: Alek <alek3773@gmail.com>

Mon, Sep 12, 2022 at 6:10 AM

Good morning Alek
Thank you for your comment.
I will add this to the case file and report.
I will also include you on the interested parties list for the project.
Jim

**Jim Harris****Major Projects****Los Angeles City Planning**

221 N. Figueroa St., Room 1350

Los Angeles, CA 90012

T: (213) 978-1241 | Planning4LA.org



[Quoted text hidden]



EXHIBIT D

James Harris <james.harris@lacity.org>

Re: [SUGGESTIONS] 6450 Sunset Bl - Notice for the October 27, 2022 City of Los Angeles CPC meeting

1 message

Urban Growth Advocates <urbanization.advocates@gmail.com>
 Reply-To: Urban Growth Advocates <urbanization.advocates@gmail.com>
 To: James Harris <james.harris@lacity.org>

Fri, Oct 14, 2022 at 3:57 PM

Dear James,

Case Numbers:
 CPC-2020-1929-ZC-HD-MCUP-SPP-SPR
 ENV-2020-1930-EIR
 VTT-83088-1A

Thank you, once again, for the information. By the way, please make a note of my new email address.
 Please change the alek3773@gmail.com to urbanization.advocates@gmail.com
 Thank you.

First off, I am in **support** of this project. I believe, it will greatly revitalize the area, will add a Pedestrian-friendly environment, will transform the now utilitarian and outdated design into modern, walkable atmosphere, making it more Family-friendly. It is also nice to see such an addition of office spaces (which the area currently lacks)!

I also have a couple of suggestions:

[1]. AVOID BLACK COLORATION

According to the renderings, the space between the residential/office floors appears to be black color, -- which looks obtrusive, utilitarian, and ruins the whole building aesthetics. In fact, having gray / dark-gray / block color (even partially) of the facade goes against common principles of Urban Design. In fact, Hollywood has already been inundated with some awful developments -- comprising of dark-gray and black colors, which looks atrocious (sorry to say). Therefore, it is strongly suggested that the developer replaces the black color with White / Off-White / Beige color. *Attached please find an example of such an improvement (I took the liberty of amending the design in Photoshop); you can see how much more welcoming the building now looks!

[2] INSTALL DECORATIVE SIDEWALKS

The rendering, as it appears, lacks decorative sidewalks. Most sidewalks across the city, as I'm sure you agree, are too gloomy and uninviting -- as they're covered with utilitarian naked concrete & cement, with no decorative pavement. In addition, most new developments (mixed-use, residential, etc.) also, unfortunately, implement just plain concrete sidewalks -- which offer no improved aesthetics and, thus, deter walkability. In most U.S. cities, however, sidewalks have much better covering than most of L.A. does. In order to promote walkability and improve the aesthetics of a new mixed-use development (especially in Hollywood!), a major improvement to sidewalks is needed. **Decorative pavers is a "Must"** for the new "6450 Sunset Blvd" project! Therefore, I strongly urge the developer to consider adding at least some sort of decorative **pavers** (or at least, aggregate concrete) for the development.

Thank you, in advance, for reviewing my suggestions. Please feel free to share this with the applicant / developer / architectural team.

Best regards,

--

Alek Friedman, ADVOCATE
 Urban Development / Smart Growth
 Beautification Committee Member (former),
 Central Hollywood Neighborhood Council
 ☎ 323 . 465 . 8511 Home/Office
 📠 213 . 999 . 1273 Cellular
www.ProgrammingAndImaging.com

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----- Original Message -----

From: Alek

To: James Harris

Sent: Friday, October 14, 2022 14:09

Subject: Re: Notice for the October 27, 2022 City of Los Angeles CPC meeting

Thank you for the information, James.

I will review the case, and images, -- and will submit a statement later on.
(Some design improvements are definitely needed for the project).

~ Alek.

On 10/14/22, James Harris <james.harris@lacity.org> wrote:

> Good day

>

> You are listed as an interested party on the Sunset Wilcox Project located
> at 6450 Sunset Boulevard.

>

> The case numbers are:

>

> - CPC-2020-1929-ZC-HD-MCUP-SPP-SPR

> - ENV-2020-1930-EIR

> - VTT-83088-1A

>

> Attached are the Courtesy Notice for the main entitlement case as well as
> the Appeal Notice for the tract for the October 27, 2022, City Planning
> Commission meeting.

>

> The agenda for the meeting will be posted at the City's Commissions, Boards
> and Hearings webpage prior to the meeting:

>

> <https://planning.lacity.org/about/commissions-boards-hearings>

>

>

>

> <<https://planning4la.org>>

>

> *Jim Harris*

> *Major Projects*

> Los Angeles City Planning

> [221 N. Figueroa St., Room 1350](#)

> Los Angeles, CA 90012

> T: (213) 978-1241 | Planning4LA.org

>

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> <<http://bit.ly/DCPEmail>>

REVISED.jpg

235K




INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at <http://planning.lacity.org>, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

Mayer Brown LLP
350 South Grand Avenue
25th Floor
Los Angeles, CA 90071-1503
United States of America

T: +1 213 229 9500
F: +1 213 625 0248

mayerbrown.com

October 14, 2022

BY EMAIL

Jim Harris
Major Projects
Department of City Planning
221 N. Figueroa St., Room 1350
Los Angeles, CA 90012

Edgar Khalatian
Partner
228053
T: (213) 229-9548
ekhalatian@mayerbrown.com

Re: Sunset + Wilcox Project (CPC-2020-1929-ZC-
HD-MCUP-SPP-SPR) - Electrification

Dear Mr. Harris:

6450 Sunset is committed to being on the forefront of sustainable development. To that end, we have decided that our project will be the first all-electric office building in the greater Los Angeles region. The urgency surrounding the climate crisis compels us to take this important step now although it is not required by current law or regulations. We are dedicated to doing the right thing by building a sustainable project that will serve as a model to others going forward.

We appreciate the City's efforts in working towards a more effective solution for the environment. On May 27, 2022, the City Council directed the Los Angeles Department of Building and Safety (LADBS) to develop a plan for the implementation of an ordinance that will require all new residential and commercial buildings in Los Angeles to be built to achieve zero-carbon emissions. On September 30, 2022, DBS provided the City Council its recommendations, and we wholeheartedly support DBS' recommendations – bold steps are necessary.

Considering that gas used in residential and commercial buildings is a significant source of greenhouse gas emissions, there are multiple health, climate, and economic benefits associated with transitioning to all-electric buildings. Electrification creates healthy working and living environments. Moreover, it is a key part of the solution for climate change and reducing emissions. Ultimately, it will be a crucial component of the path to LA's Green New Deal and achieving carbon neutrality before 2050.

While many municipalities' efforts to adopt Reach Codes that go above and beyond state building standards have focused on single-family dwellings and multi-family buildings, the City of Los Angeles rightfully understands that the need for building electrification is just as important in the office space realm.

While not required, our Sunset + Wilcox office building will be voluntarily and fully consistent with the draft DBS recommendations, which will help the City meet its zero carbon emission goals. The 15-story, 443,418-square-foot modern office building will be the first all-electric office building (excluding commercial food uses for cooking purposes, consistent with DBS'

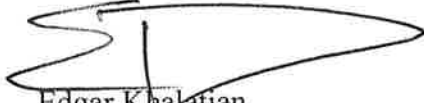
Mr. Jim Harris
October 14, 2022
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recommendation) in the City of Los Angeles and one of the largest such structures to be built in the United States!

Attached is a memorandum from Eyestone Environmental, dated October 13, 2022, that analyzes some of the environmental benefits of developing the Sunset + Wilcox project as all-electric building.

This letter is intended to memorialize our commitment to building all-electric spaces for Los Angeles' future workforce. We are proud to be investing and building in a city that is doing its part to actively address the greenhouse gases that cause climate change and to lessen our carbon footprint in a responsible way.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edgar Khalatian', written over a horizontal line.

Edgar Khalatian
Partner

Atts.

cc: Craig Bullock, Planning Deputy, Office of Councilmember Mitch O'Farrell
Kevin Keller, Deputy Mayor of Economic Development, City of Los Angeles;
Melissa Alofaituli, Director of Planning Policy and Development at Office of Los Angeles Mayor Garcetti;



MEMORANDUM

TO: City of Los Angeles, Department of City Planning

FROM: Mark Hagmann, P.E. and Everest Yan, Eystone Environmental

SUBJECT: Sunset + Wilcox EIR – (Evaluation of Increased Building Electrification and Decrease of Natural Gas Usage)

DATE: October 13, 2022

Eystone Environmental has prepared this air quality, greenhouse gas (GHG) and energy analysis for the Sunset + Wilcox Project's (Project) Environmental Impact Report (EIR). The Project applicant has proposed to implement further GHG reduction measures where the Project would use all-electric appliances and end uses typically powered by natural gas, such as Heating, Ventilation, and Air Conditioning (HVAC) and water heating, with the exception of the proposed commercial food uses for cooking purposes. An all-electric building (except for the commercial food uses for cooking purposes) would decrease natural gas usage and would increase building electrification, which would result in a reduction in air quality and GHG emissions.

This memorandum addresses the potential environmental effects of an all-electric Project (except for the commercial food uses for cooking purposes) and compares the conclusions contained in the Air Quality, GHG and Energy sections of the EIR, which includes the Draft EIR (DEIR) and the Final EIR (FEIR), to an all-electric Project.

IMPACT EVALUATION

The DEIR's Air Quality (Section IV.A), GHG (Section IV.D) and Energy (Section IV.C) sections analyzed emissions and energy consumption related to operation of the Project. Project operational energy consumption was calculated for the DEIR, which includes natural gas, electricity and transportation fuels (the calculations are included in Table IV.C-2 of the DEIR). Air quality and GHG emissions associated with energy consumption were calculated for the Project and included in Table IV.A-7 and Table IV.D-11 of the DEIR, respectively. Natural gas consumption and electricity demand calculated for the DEIR were based on default rates contained in the California Air Pollution Control Officers Association (CAPCOA) CalEEMod model Version 2020.4.0.

The California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing

City of Los Angeles, Department of City Planning
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Health and Equity (CAPCOA Handbook for Analyzing Greenhouse Gas Emissions) has identified an energy and GHG reduction measure where developments use all-electric appliances and end uses.¹ According to the CAPCOA Handbook for Analyzing Greenhouse Gas Emissions, using electric instead of natural gas-powered appliances and end uses replaces a more emissions-intensive fossil fuel source of energy with a less emissions-intensive source of energy – electricity – from the grid that is increasingly transitioning to renewable sources.

The Project would increase the amount of building electrification in comparison to a project that relies on natural gas for heating purposes, appliances, and other end uses. If the Project were to be all-electric, both office and restaurant uses would require electric in place of natural gas powered water heating, HVAC, and other end uses. However, the commercial food uses would still require natural gas cooking appliances (e.g., grill and oven).

Air Quality

Based on CalEEMod methodology, criteria pollutant emissions associated with on-site energy usage are calculated only for natural gas consumption. Criteria pollutants are also emitted during the generation of electricity at power plants. When electricity is used in buildings, the electricity generation typically takes place at offsite power plants. Because power plants are existing stationary sources permitted by air districts and/or the USEPA, criteria pollutant emissions are generally associated with the power plants themselves, and not individual buildings or electricity users. Additionally, criteria pollutant emissions from power plants are subject to local, State, and federal control measures, which are considered to be the maximum feasible level of mitigation for emissions associated with combustion based power generation. CalEEMod, therefore, does not calculate criteria pollutant emissions from regional power plants associated with building electricity use.

As shown in Table IV.A-7 (Estimate of Maximum Regional Project Daily Operational Emissions—At Project Buildout) of the DEIR, the Air Quality analysis of the Project resulted

¹ CAPCOA Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Appendix C. Table E-15. December 2021.



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in a less than significant impact with regard to Project operational emissions. As shown in Table 1 below, operational criteria pollutant emissions with increased electrification of the Project would be less than what was reported in the DEIR. Therefore, the Project would not create any new significant impacts related to SCAQMD regional significance thresholds, and such impacts would be within the envelope of impacts considered and analyzed in the DEIR.

Table 1
Estimate of Maximum Regional Project Daily Operational Emissions—At Project Buildout

Emission Source	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project (as analyzed in the DEIR)^a						
Area	10	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	2	2	<1	<1	<1
Mobile	7	7	62	<1	16	4
Stationary	2	10	5	<1	<1	<1
Total Proposed Uses Emissions	19	19	70	<1	16	5
Project (Increased Building Electrification Scenario)^b						
Area	10	<1	<1	<1	<1	<1
Energy (Natural Gas) ^c	<1	<1	<1	<1	<1	<1
Mobile	7	7	62	<1	16	4
Stationary	2	10	5	<1	<1	<1
Total Proposed Uses Emissions	19	17	69	<1	16	5
Difference	(<1)	(2)	(1)	(<1)	(<1)	(<1)
<p>Numbers may not add up exactly due to rounding.</p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix B (CalEEMod Output) of the Sunset+Wilcox Draft EIR. The table reflects net emissions (i.e., Project emissions less existing emissions). Consistent with the traffic study, existing mobile source emissions were conservatively considered to be part of the Project's operational emissions.</p> <p>^b The CalEEMod model printout sheets and/or calculation worksheets are presented in Attachment A of this memorandum. The table reflects net emissions (i.e., Project emissions less existing emissions). Consistent with the traffic study, existing mobile source emissions were conservatively considered to be part of the Project's operational emissions.</p> <p>^c CalEEMod methodology only calculates criteria pollutant emissions related to on-site energy for natural gas consumption. Electricity generation would occur off-site and would be regulated by EPA or SCAQMD regulations.</p> <p>Source: Eystone Environmental, 2022.</p>						

Greenhouse Gas

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits pollutant emissions directly into the atmosphere; and when this occurs in a building, it is a direct emission source associated with that building. Pollutant emissions are also emitted during the generation of

electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant, and therefore, electricity use in a building generally causes emissions in an indirect manner.

Energy demand GHG emissions were calculated using CalEEMod Version 2020.4.0. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates (i) energy use from systems covered by Title 24 Building Energy Efficiency Standards (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system), (ii) energy uses not covered by Title 24, such as lighting, and (iii) energy use from office equipment, appliances and plug-ins.

Natural Gas

The direct source emissions associated with natural gas combustion are based on the size of the land uses and the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu). Natural gas emissions are calculated in CalEEMod as follows:

$$\text{Natural Gas Emissions (lbs)} = (\sum_i (\text{Units} \times D_{\text{NG}} \times EF_{\text{NG}})_i)$$

Where: Units = Number of land use units (same land use type) [1,000 sf]
D_{NG} = Natural Gas combustion factor [MMBtu/1,000 sf]
EF_{NG} = Natural Gas combustion factor [pounds/MMBtu]
/ = Summation index

Natural gas consumption rates within CalEEMod are provided for a variety of land uses. For projects with a mix of land uses, CalEEMod takes into account each land use type when calculating GHG emissions. CalEEMod does not provide specific natural gas consumption rates for cooking purposes. Instead, natural gas consumption rates for the commercial food

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uses were calculated based on the CAPCOA Handbook for Analyzing Greenhouse Gas Emissions.²

Electricity

GHGs emitted by power plants may be indirectly attributed to projects and electricity users, who have the greatest ability to decrease usage by applying mitigation measures to individual electricity “end uses.” CalEEMod therefore calculates GHG emissions from regional power plants associated with building electricity use.

Emissions associated with electricity demand are based on the size of the office and restaurant land uses, the electrical demand factors for the land uses, the emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual electricity GHG emissions in units of MTCO₂e are calculated as follows:

Electricity:

$$\text{Annual Emissions [MTCO}_2\text{e]} = (\sum_i (\text{Units} \times D_E \times EF_E \times \text{GWP})_i) \div 2,204.62$$

Where: Units = Number of land use units (same land use type) [1,000 sf]
 D_E = Electrical demand factor [megawatt-hour (MWh)/1,000 sf/yr]
 EF_E = GHG emission factor [pounds per megawatt-hour (MWh)]
 GWP = Global warming potential [CO₂ = 1, CH₄ = 21, N₂O = 298]
 2,204.62 = Conversion factor [pounds/MT]
 i = Summation index

² CAPCOA Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Appendix C. Table E-15. December 2021.

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Electricity usage rates within CalEEMod are provided for a variety of land uses. For projects with a mix of land uses, CalEEMod takes into account each land use type when calculating GHG emissions. As the Project consists of office and restaurant uses, electricity usage rates and associated emissions are calculated based on usage rates within CalEEMod for office and restaurant land uses. CalEEMod does not provide electricity demand rates for water heating and HVAC purposes. Instead, electricity demand rates for the water heating and HVAC uses were calculated based on information included in the CAPCOA Handbook for Analyzing Greenhouse Gas Emissions.³

GHG emissions from electricity use are directly dependent on the electricity utility provider. LADWP provides electric service to the Project Site. Thus, GHG intensity factors for LADWP were selected in CalEEMod.

As shown in Table 2 below, operational GHG emissions with increased electrification of the Project would be less than what was reported in Table IV.D-11 (Annual Project GHG Emissions Summary (Buildout Year) of the DEIR. As discussed in Section IV.D Greenhouse Gas Emissions of the DEIR, the Project would continue to support GHG reduction measures detailed in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies, LA's Green New Deal and Senate Bill 375. Therefore, increased electrification of the Project would not have a significant impact with respect to GHG emissions. As such, increased electrification of the Project would not create any new significant impacts related to GHG emissions nor result in a substantial increase in a previously identified significant impact in the DEIR. Therefore, all impacts would be within the envelope of impacts analyzed in the DEIR.

³ CAPCOA Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Appendix C. Table E-15. December 2021.

Table 2
Annual Project GHG Emissions Summary (Buildout Year)^a
(metric tons of carbon dioxide equivalent [MTCO_{2e}])

Scope	Project as Analyzed in the DEIR	Project with Increased Building Electrification Scenario	Reduction associated with Increased Building Electrification
Area	<1	<1	0
Energy ^b	2,118	1,913	(205)
Mobile ^c	2,578	2,578	0
Stationary ^e	24	24	0
Solid Waste ^f	68	68	0
Water/Wastewater ^g	236	236	0
Total Emissions	5,024	4,819	(205)

Numbers may not add up exactly due to rounding.

^a CO_{2e} was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix B of the DEIR. Totals may not add up due to rounding.

^b Energy source emissions are based on CalEEMod default electricity and natural gas usage rates. Emissions from electricity generation only take into account carbon intensity at build out year and do not take into account decreasing carbon intensity in subsequent years required by SB 100 (RPS). However, it is recognized that the RPS would require utilities to supply 100% renewable energy by 2045.

^c Emissions were calculated with CalEEMod which includes EMFAC2017 emission factors. EMFAC2017 does not take account for further reductions in GHG emission as the result of implementation of LCFS amendments. Mobile source emissions also do not account for increasing fuel economy standards for future years. Consistent with the traffic study, existing mobile source emissions were conservatively considered to be part of the Project's operational emissions.

^e Stationary source emissions are from an on-site emergency generator.

^f Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.

^g Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates. The CalEEMod estimate of water consumption is considered conservative compared to more current water demand rates used by LADWP, which are reflected in Section IV.J.1, Utilities and Service Systems—Water Supply and Infrastructure, of the DEIR.

Source: Eyestone Environmental, 2022.

Energy

During Project operations, energy would be consumed for multiple purposes, including but not limited to: heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy also would be consumed during operations related to water usage/conveyance, solid waste disposal, and vehicle trips. As discussed above, energy usage for the Project was calculated using natural gas consumption and electricity demand rates based on CalEEMod default rates and the CAPCOA Handbook for Analyzing Greenhouse Gas Emissions.⁴ As shown in Table 3 below, increased electrification of the Project would result in a reduction of natural gas usage, but an increase in electricity usage in comparison to reported usage rates in Table IV.C-2 (Summary of Annual Energy Use During Project Operation) of the DEIR. The Project would comply with applicable requirements set forth in California Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) as well as the California Green Building Standards Code (Title 24, Part 11), commonly referred to as the CALGreen Code. Compliance with these regulations would ensure electricity and natural gas usage would not occur in a manner that is wasteful, inefficient, or unnecessary. Moreover, the Project's annual electricity and natural gas consumption is a small fraction of future demand within the Los Angeles Department of Water and Power (LADWP) and Southern California Gas Company (SoCalGas) service areas.

As discussed in the Section IV. C. Energy of the DEIR, the Project would account for approximately 0.04 percent of LADWP's projected electricity sales for the Project's buildout year. LADWP forecasts that its total energy sales in 2026–2027 fiscal year (the Project buildout year) will be 23,807 GWh of electricity. With increased electrification of the Project, based on the Project's estimated electrical consumption of 8,611,601 kWh per year, the Project would account for approximately 0.04 percent of LADWP's projected sales for the Project's buildout year. In addition, LADWP has confirmed that the Project's electricity

⁴ CAPCOA Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Appendix C. Table E-15. December 2021.

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demand can be served by the facilities in the Project area.⁵ As an all-electric building (except for the commercial food uses for cooking purposes), the Project would result in an eight percent increase in electricity consumption compared to the Project as analyzed in the DEIR. This increase in electricity consumption will not to affect LADWP's ability to provide electrical service to the site.

As discussed in Section IV. C. Energy of the DEIR, SoCalGas forecasts that its total natural gas consumption in 2026 will be 2.432 billion cf/day. Based on the Project's estimated natural gas consumption of 6,979,085 cf per year, the Project would account for approximately 0.0008 percent of SoCalGas' projected consumption for the Project's buildout year. As an all-electric building (except for the commercial food uses for cooking purposes), the Project would account for less than 0.0001 percent of SoCalGas' projected consumption for the Project's buildout year. SoCalGas has confirmed that the Project's natural gas demand can be served by the facilities in the Project area, and in general, each development project would be expected to comprise a similarly limited percentage of overall natural gas consumption.⁶ As an all-electric building (except for the commercial food uses for cooking purposes), the Project would result in an 87 percent decrease in natural gas consumption compared to the Project as analyzed in the DEIR. This decrease in natural gas consumption would not affect SoCalGas' ability to provide natural gas service to the Project Site.

Based on the above, impacts related to energy consumption would be less than significant. Similar to the analysis presented in the DEIR, as an all-electric building (except for the commercial food uses for cooking purposes), the Project would represent a long-term commitment of non-renewable resources, but such consumption would be consistent with anticipated growth and urban changes in Los Angeles. In addition, as an all-electric building (except for the commercial food uses for cooking purposes), the Project would not result in an increase in demand for natural gas or electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy

⁵ KPFF Consulting Engineers, *Utility Infrastructure Technical Report: Water and Energy*, September 2021. Refer to Appendix M to the DEIR.

⁶ KPFF Consulting Engineers, *Utility Infrastructure Technical Report: Water and Energy*, September 2021. Refer to Appendix M to the DEIR.

facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Accordingly, such impacts would be within the envelope of impacts analyzed in the DEIR.

Table 3
Summary of Annual Energy Use During Project Operation^a

Source	Estimated Energy Demand	
	Project as Analyzed in the DEIR	Project with Increased Building Electrification Scenario
Electricity		
Building	7,819,192 kWh	8,423,661 kWh
EV Chargers ^c	187,940 kWh	187,940 kWh
Total Electricity^d	8,007,132 kWh	8,611,601 kWh
Natural Gas		
Building	6,979,085 cf	959,511 cf
Total Natural Gas^d	6,979,085 cf	959,511 cf
<p><i>cf = cubic feet</i> <i>gal = gallons</i> <i>kWh = thousand kilowatt hours</i></p> <p>^a Detailed calculations are provided in Appendix D of the DEIR. Totals may not precisely add up due to rounding.</p> <p>^b Calculations assume compliance with Project Design Feature GHG-PDF-1 provided in Section IV.D, Greenhouse Gas Emissions, of the Draft EIR and Project Design Feature WAT-PDF-1 provided in Section IV.J.1, Utilities and Service System—Water Supply and Infrastructure.</p> <p>^c As discussed in Section IV.D, Greenhouse Gas Emissions, of the DEIR, the Project would provide at least 30 percent of Code-required parking spaces with the capability of supporting electric vehicle supply equipment (EVSE) and that a minimum of 10 percent of Code-required parking spaces would be further equipped with EV charging stations consistent with City building codes.</p> <p>^d Electricity and natural gas estimates assume compliance with applicable CALGreen Code requirements and implementation of Project Design Feature GHG-PDF-1, in Section IV.D, Greenhouse Gas Emissions, of the DEIR which assumes use of light emitting diodes (LED) lighting, reduce lighting energy usage by 25 percent.</p> <p>Source: Eystone Environmental, 2022.</p>		



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Conclusion

In conclusion, as demonstrated by the analysis above, increased electrification of the Project (except for the commercial food uses for cooking purposes) does not change the analysis or findings in the DEIR or FEIR, and would not result in new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the DEIR.

Sunset + Wilcox

Increased Building Electrification Memo

Air Quality, Greenhouse Gas and Energy Worksheets

October 2022

- CalEEMod Outputs
- Electricity Calculations
- Natural Gas Calculations
- GHG Summary

Sunset Wilcox
Air Quality Emissions Summary

AQ SUMMARY OF EMISSIONS						
Operation Emissions (All Electric)						
Existing Regional Emissions (Buildout Year)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	1	12	<1	3	<1
Emergency Generator	<1	<1	<1	<1	<1	<1
Total	2	1	12	<1	3	<1
Project Regional Emissions (Buildout Year)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	10	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	8	8	74	<1	19	5
Emergency Generator	2	10	5	<1	<1	<1
Total	20	18	80	<1	19	5
Incremental Regional Emissions (Project Less Existing)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	10	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	7	7	62	<1	16	4
Emergency Generator	2	10	5	<1	<1	<1
Total	19	17	68	<1	16	5
Threshold	55	55	550	150	150	55
Difference	(36)	(38)	(482)	(150)	(134)	(50)
Impact	No	No	No	No	No	No

Sunset Wilcox - Construction and Operations - South Coast Air Basin, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Sunset Wilcox - Construction and Operations
South Coast Air Basin, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	431.03	1000sqft	9.90	431,030.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
General Light Industry	3.55	1000sqft	0.08	3,550.00	0
Enclosed Parking with Elevator	1,291.00	Space	11.62	516,400.00	0
High Turnover (Sit Down Restaurant)	14.19	1000sqft	0.33	14,190.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2026
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP SB100 Carbon Intensity Year 2026 = 585 lbs/MWh

Land Use -

Construction Phase - see assumptions

Off-road Equipment -

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Trips and VMT - Demolition and haul trucks are classified as vendor trips (HHDT)

Demolition - 31,475 SF building + 40,871 SF parking

Grading -

Vehicle Trips - VMT Calculator Inputs

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use - see GHG input parameters

Construction Off-road Equipment Mitigation - All Tier 4 equipment

Energy Mitigation -

Water Mitigation -

Waste Mitigation - City of LA Waste Diversion Rate

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Emergency Generators and Fire Pumps EF -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	224,385.00	222,609.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	673,155.00	667,827.00
tblAreaCoating	Area_Nonresidential_Exterior	224385	222609

Sunset Wilcox - Construction and Operations - South Coast Air Basin, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaCoating	Area_Nonresidential_Interior	673155	667627
tblConstructionPhase	NumDays	20.00	132.00
tblConstructionPhase	NumDays	370.00	4.00
tblConstructionPhase	NumDays	370.00	49.00
tblConstructionPhase	NumDays	370.00	440.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	35.00	73.00
tblConstructionPhase	NumDays	20.00	68.00
tblEnergyUse	LightingElect	1.75	2.33
tblEnergyUse	LightingElect	3.10	1.75
tblEnergyUse	LightingElect	3.77	7.87
tblEnergyUse	LightingElect	7.87	6.26
tblEnergyUse	NT24E	5.75	5.77
tblEnergyUse	NT24E	4.62	4.63
tblEnergyUse	NT24E	28.16	28.24
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.13
tblEnergyUse	NT24NG	187.78	63.67
tblEnergyUse	T24E	3.50	0.49
tblEnergyUse	T24E	2.01	2.57
tblEnergyUse	T24E	4.11	5.25
tblEnergyUse	T24E	7.24	9.26
tblEnergyUse	T24NG	13.51	0.00
tblEnergyUse	T24NG	9.92	0.00
tblEnergyUse	T24NG	42.55	0.00
tblGrading	MaterialExported	0.00	93,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	16.00
tblOffRoadEquipment	UsageHours	8.00	16.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029

Sunset Wilcox - Construction and Operations - South Coast Air Basin, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006
tblTripsAndVMT	HaulingTripNumber	329.00	0.00
tblTripsAndVMT	HaulingTripNumber	11,625.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	60.00
tblTripsAndVMT	VendorTripLength	6.90	60.00
tblTripsAndVMT	VendorTripLength	6.90	9.00
tblTripsAndVMT	VendorTripLength	6.90	19.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	150.00
tblTripsAndVMT	VendorTripNumber	158.00	696.00
tblTripsAndVMT	VendorTripNumber	158.00	45.00
tblTripsAndVMT	VendorTripNumber	158.00	111.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	7.21
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	72.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	8.50	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	37.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00

Sunset Wilcox - Construction and Operations - South Coast Air Basin, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	0.00	3,402.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.00	3,402.00
tblVehicleTrips	WD_TR	4.96	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	3,402.00

2.0 Emissions Summary**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	10.2550	1.6100e-003	0.1773	1.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004						
Energy	0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						
Mobile	7.9757	8.4040	74.0948	0.1615	18.8117	0.1190	18.9307	5.0130	0.1107	5.1237						
Stationary	2.1334	9.5404	5.4397	0.0103		0.3138	0.3138		0.3138	0.3138						
Total	20.3924	18.2037	79.9283	0.1733	18.8117	0.4531	19.2648	5.0130	0.4447	5.4577						

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	10.2550	1.6100e-003	0.1773	1.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004						
Energy	0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						
Mobile	7.9757	8.4040	74.0948	0.1615	18.8117	0.1190	18.9307	5.0130	0.1107	5.1237						
Stationary	2.1334	9.5404	5.4397	0.0103		0.3138	0.3138		0.3138	0.3138						
Total	20.3924	18.2037	79.9283	0.1733	18.8117	0.4531	19.2648	5.0130	0.4447	5.4577						

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Sunset Wilcox - Construction and Operations - South Coast Air Basin, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.9757	8.4040	74.0948	0.1615	18.8117	0.1190	18.9307	5.0130	0.1107	5.1237						
Unmitigated	7.9757	8.4040	74.0948	0.1615	18.8117	0.1190	18.9307	5.0130	0.1107	5.1237						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	3,402.00	3,402.00	3,402.00	8,928,345	8,928,345
Total	3,402.00	3,402.00	3,402.00	8,928,345	8,928,345

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Light Industry	0.00	0.00	0.00	59.00	28.00	13.00	92	5	3
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	7.21	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024958	0.000748	0.003583
General Light Industry	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024958	0.000748	0.003583
General Office Building	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024958	0.000748	0.003583
High Turnover (Sit Down Restaurant)	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024958	0.000748	0.003583
User Defined Commercial	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024958	0.000748	0.003583

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						
Natural Gas Unmitigated	0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
General Office Building	153.518	1.6600e-003	0.0151	0.0126	9.0000e-005		1.1400e-003	1.1400e-003		1.1400e-003	1.1400e-003						
High Turnover (Sit Down Restaurant)	2475.28	0.0267	0.2427	0.2039	1.4600e-003		0.0184	0.0184		0.0184	0.0184						
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
General Office Building	0.153518	1.6600e-003	0.0151	0.0126	9.0000e-005		1.1400e-003	1.1400e-003		1.1400e-003	1.1400e-003						
High Turnover (Sit Down Restaurant)	2.47528	0.0267	0.2427	0.2039	1.4600e-003		0.0184	0.0184		0.0184	0.0184						
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		0.0284	0.2577	0.2165	1.5500e-003		0.0196	0.0196		0.0196	0.0196						

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	431.03	1000sqft	9.90	431,030.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
General Light Industry	3.55	1000sqft	0.08	3,550.00	0
Enclosed Parking with Elevator	1,291.00	Space	11.62	516,400.00	0
High Turnover (Sit Down Restaurant)	14.19	1000sqft	0.33	14,190.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2026
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	585	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP SB100 Carbon Intensity Year 2026 = 585 lbs/MWh

Land Use -

Construction Phase - see assumptions

Off-road Equipment -

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Trips and VMT - Demolition and haul trucks are classified as vendor trips (HHDT)

Demolition - 31,475 SF building + 40,871 SF parking

Grading -

Vehicle Trips - VMT Calculator Inputs

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use - see GHG input parameters

Construction Off-road Equipment Mitigation - All Tier 4 equipment

Energy Mitigation -

Water Mitigation -

Waste Mitigation - City of LA Waste Diversion Rate

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Emergency Generators and Fire Pumps EF -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	224,385.00	222,609.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	673,155.00	667,827.00

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tblAreaCoating	Area_Nonresidential_Exterior	224385	222609
tblAreaCoating	Area_Nonresidential_Interior	673155	667827
tblConstructionPhase	NumDays	20.00	132.00
tblConstructionPhase	NumDays	370.00	4.00
tblConstructionPhase	NumDays	370.00	49.00
tblConstructionPhase	NumDays	370.00	440.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	35.00	73.00
tblConstructionPhase	NumDays	20.00	68.00
tblEnergyUse	LightingElect	1.75	2.33
tblEnergyUse	LightingElect	3.10	1.75
tblEnergyUse	LightingElect	3.77	7.87
tblEnergyUse	LightingElect	7.87	6.26
tblEnergyUse	NT24E	5.75	5.77
tblEnergyUse	NT24E	4.62	4.63
tblEnergyUse	NT24E	28.16	28.24
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	NT24NG	0.39	0.13
tblEnergyUse	NT24NG	187.78	63.67
tblEnergyUse	T24E	3.50	0.49
tblEnergyUse	T24E	2.01	2.57
tblEnergyUse	T24E	4.11	5.25
tblEnergyUse	T24E	7.24	9.26
tblEnergyUse	T24NG	13.51	0.00
tblEnergyUse	T24NG	9.92	0.00
tblEnergyUse	T24NG	42.55	0.00
tblGrading	MaterialExported	0.00	93,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	16.00
tblOffRoadEquipment	UsageHours	8.00	16.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00

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tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.033	0.029
tblProjectCharacteristics	CO2IntensityFactor	691.98	585
tblProjectCharacteristics	N2OIntensityFactor	0.004	0.006
tblTripsAndVMT	HaulingTripNumber	329.00	0.00
tblTripsAndVMT	HaulingTripNumber	11,625.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	60.00
tblTripsAndVMT	VendorTripLength	6.90	60.00
tblTripsAndVMT	VendorTripLength	6.90	9.00
tblTripsAndVMT	VendorTripLength	6.90	19.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	0.00	150.00
tblTripsAndVMT	VendorTripNumber	158.00	696.00
tblTripsAndVMT	VendorTripNumber	158.00	45.00
tblTripsAndVMT	VendorTripNumber	158.00	111.00
tblTripsAndVMT	VendorTripNumber	0.00	20.00
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHDT
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblTripsAndVMT	WorkerTripNumber	362.00	361.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	7.21
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	72.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	8.50	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00

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tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	37.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	2.21	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	0.00	3,402.00
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	0.70	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.00	3,402.00
tblVehicleTrips	WD_TR	4.96	0.00
tblVehicleTrips	WD_TR	9.74	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	0.00	3,402.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0460
Energy																2,679.6246
Mobile																2,789.5705
Stationary																23.8450
Waste																288.7258
Water																534.7123
Total																6,316.5242

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																0.0460
Energy																2,296.3402
Mobile																2,789.5705
Stationary																23.8450

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Waste																	68.1393
Water																	427.7698
Total																	5,605.7109

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.25

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																2,789.5705
Unmitigated																2,789.5705

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
Enclosed Parking with Elevator	0.00	0.00	0.00				
General Light Industry	0.00	0.00	0.00				
General Office Building	0.00	0.00	0.00				
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00				
User Defined Commercial	3,402.00	3,402.00	3,402.00	8,928,345		8,928,345	
Total	3,402.00	3,402.00	3,402.00	8,928,345		8,928,345	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Light Industry	0.00	0.00	0.00	59.00	28.00	13.00	92	5	3
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	7.21	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024959	0.000748	0.003583
General Light Industry	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024959	0.000748	0.003583
General Office Building	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024959	0.000748	0.003583
High Turnover (Sit Down Restaurant)	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024959	0.000748	0.003583
User Defined Commercial	0.541801	0.062785	0.185964	0.127448	0.023798	0.006607	0.012341	0.008651	0.000818	0.000497	0.024959	0.000748	0.003583

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																2,244.8327
Electricity Unmitigated																2,628.1171
NaturalGas Mitigated																51.5075
NaturalGas Unmitigated																51.5075

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0																0.0000
General Light Industry	0																0.0000
General Office Building	56033.9																3.0080
High Turnover (Sit Down Restaurant)	903477																48.4995
User Defined Commercial	0																0.0000
Total																	51.5075

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0																0.0000
General Light Industry	0																0.0000
General Office Building	56033.9																3.0080
High Turnover (Sit Down Restaurant)	903477																48.4995
User Defined Commercial	0																0.0000

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Total																	51.5075
-------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	---------

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	1.55436e+006				414.2247
General Light Industry	35819.5				9.5456
General Office Building	7.65078e+006				2,038.8679
High Turnover (Sit Down Restaurant)	620954				165.4790
User Defined Commercial	0				0.0000
Total					2,628.1171

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	1.22826e+006				327.3201
General Light Industry	33354				8.8886
General Office Building	6.57644e+006				1,752.5649
High Turnover (Sit Down Restaurant)	685607				156.0593
User Defined Commercial	0				0.0000
Total					2,244.8327

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

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Mitigated																	0.0460
Unmitigated																	0.0460

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0460
Total																0.0460

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																0.0460
Total																0.0460

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				427.7698
Unmitigated				534.7123

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0				0.0000
General Light Industry	0.820937 / 0				3.9661
General Office Building	76.8086 / 46.9536				509.1238
High Turnover (Sit Down Restaurant)	4.30714 / 0.274924				21.6224
User Defined Commercial	0 / 0				0.0000
Total					534.7123

Mitigated

Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0				0.0000
General Light Industry	0.65675 / 0				3.1729
General Office Building	61.2869 / 37.5629				407.2990
High Turnover (Sit Down Restaurant)	3.44571 / 0.219939				17.2979
User Defined Commercial	0 / 0				0.0000
Total					427.7698

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

Total CO2	CH4	N2O	CO2e
MT/yr			

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated				68.1393
Unmitigated				288.7258

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0				0.0000
General Light Industry	4.4				2.2128
General Office Building	400.86				201.5931
High Turnover (Sit Down Restaurant)	168.86				84.9200
User Defined Commercial	0				0.0000
Total					288.7258

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0				0.0000
General Light Industry	1.0384				0.5222
General Office Building	94.603				47.5760
High Turnover (Sit Down Restaurant)	39.851				20.0411
User Defined Commercial	0				0.0000
Total					68.1393

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0.25	12	2600	0.73	Diesel

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel																23.8450
Total																23.8450

11.0 Vegetation

CAPCOA Consumption Rat ^a												
Building Type	Natural Gas (Therm/yr/KSF)						Electricity (kWh/yr/KSF)					
	Water	Primary		Cooling	Misc	Refrig.	Water	Primary		Cooling	Misc	Refrig.
	Heater	Heat	Cooking				Heater	Heat	Cooking			
General Light Industry	23	69	2	43	215	1	79	379	12	1996	2220	39
General Office Building	20	119	1	18	43	0	46	396	9	3103	2714	11
High Turnover (Sit Down Restaurant)	90	37	702	48	67	4	35	268	1279	3254	8965	6236

^a California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Appendix C. Table E-15. December 2021.

Project Energy Demand															
Project Uses	Amount (DU/KSF)	Natural Gas (Therm/yr/KSF)							Electricity (kWh/yr/KSF)						
		Water	Primary		Cooling	Misc	Refrig.	Total	Water	Primary		Cooling	Misc	Refrig.	Total
		Heater	Heat	Cooking					Heater	Heat	Cooking				
General Light Industry	3.55	82	245	7	153	763	4	1,253	280	1,345	43	7,086	7,881	138	16,774
General Office Building	431.03	8,621	51,293	431	7,759	18,534	0	86,637	19,827	170,688	3,879	1,337,486	1,169,815	4,741	2,706,437
High Turnover (Sit Down Restaurant)	14.19	1,277	525	9,961	681	951	57	13,452	497	3,803	18,149	46,174	127,213	88,489	284,325
		9,979	52,063	10,400	8,592	20,248	60	101,342	20,604	175,836	22,071	1,390,746	1,304,910	93,369	3,007,536

Natural Gas Reduction		
Title 24 Baseline (Default)	62,042	By default. Water heater and space heating powered by natural gas
Title 24 (All - Electric)	62,042	Assumes water heater and space heating powered by electricity
Title 24 Reduction	100%	100% reduction due to shifting space heating to electricity

Non Title 24 Baseline (Default)	30,648	By default. Cooking, dryer, and misc sources are powered by natural gas
Non Title 24 (All-Electric)	10,392	Only restaurant and office cooking is powered by natural gas
Non-Title 24 Reduction	66%	66% reduction due to shifting residential cooking, dryers and misc sources to electricity

Electricity Increase		
Title 24 Baseline (Default)	1,390,746	By default. Only cooling powered by electricity
Title 24 (All - Electric)	1,587,187	Assumes water heating, space heating and cooling powered by electricity
Title 24 Increase	14%	14% increase due to shifting space heating to electricity
Non Title 24 Baseline (Default)	1,398,278	By default, Misc and refrigeration powered by electricity.
Non Title 24 (All-Electric)	1,402,200	Assumes residential cooking and dryer are powered by electricity
Non-Title 24 Increase	0.3%	0.3% increase due to shifting residential cooking, dryers and misc sources to electricity

Sunset Wilcox GHG Emissions Inventory

Natural Gas GHG Emissions

Land Use	Amount	Units	Annual Natural Gas Demand Factor (MMBtu/year)	Emission Factor (lbs/MMBtu)			Annual GHG Emissions (MTCO2e/year)
				CO2	CH4	N2O	
Baseline (2021)							
General Office Building	16.93	KSF	211	117.65	0.0023	0.0022	11
Strip Mall	9.33	KSF	17	117.65	0.0023	0.0022	1
Baseline Total			228				12
Project (2026-2029)							
Enclosed Parking with Elevator	1291	spaces	0	117.65	0.0023	0.0022	0
General Light Industry	3.55	KSF	0	117.65	0.0023	0.0022	0
General Office Building	431.03	KSF	39	117.65	0.0023	0.0022	2
High Turnover (Sit Down Restaura	14.19	KSF	921	117.65	0.0023	0.0022	49
User Defined Commercial	1	KSF	0	117.65	0.0023	0.0022	0
Project Total			960				52

^a Assumes only commercial uses will consume natural gas for cooking purposes

Sunset Wilcox GHG Emissions Inventory

Increased Building Electrification - GHG Calculations

Electricity as Natural Gas Calculation

	Electricity Use		Emission Factor (lbs/MWh)			Annual GHG Emissions
	kWh/yr	MWh/yr	CO2	CH4	N2O	
Land Use						
Electricity as Natural Gas	604,469	604	459	0.029	0.0062	127

GHG Reduction Calcualtions (tons/year)

Energy Source Category	Draft EIR	Reduction with Increased Building Electrification		Total
Natural Gas	383	(331)	52	
Electricity	1735	127	1,862	
Total	2118	(205)	1,913	