

I. Executive Summary

I. Executive Summary

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (EIR) contains a brief summary of the citizenM Hollywood & Vine Project (Project) and its potential environmental effects, along with a listing of the proposed project design features and mitigation measures. Also included herein are an overview of the purpose, focus, and organization of this Draft EIR; a general discussion of areas of controversy; a description of the public review process to date for the Project; and a summary of the alternatives to the Project evaluated in this Draft EIR.

1. Purpose of this Draft EIR

As described in CEQA Guidelines Sections 15123(a) and 15362, an EIR is an informational document intended to inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to evaluate the Project's potential environmental effects that the City of Los Angeles (City), as the Lead Agency, has determined may be significant. Feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

This Draft EIR serves as the environmental document for all actions associated with the Project. This EIR is a "Project EIR" as defined by CEQA Guidelines Section 15161. Furthermore, this Draft EIR complies with CEQA Guidelines Section 15064, which addresses the significance determinations of the environmental effects caused by a project.

2. Draft EIR Focus and Effects Found Not to Be Significant

In accordance with CEQA Guidelines Section 15128, an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and therefore were not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for public comment to the State Clearinghouse, Governor's Office of Planning and Research (OPR), responsible agencies, and other interested parties on October 5,

2016, for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in this Draft EIR. The City determined through the Initial Study the potential for significant impacts in the following environmental issue areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy¹
- Geology and Soils
- Greenhouse Gas (GHG) Emissions
- Land Use and Planning
- Noise
- Public Services—Fire Protection
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems—Energy Infrastructure²
- Utilities and Service Systems—Water Supply

The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to agricultural and forest resources; objectionable odors; biological resources; human remains; landslides, soil erosion; septic tanks; hazards and hazardous materials; hydrology and water quality; physical division of an established community; mineral resources; airport or airstrip-related noise; population

¹ *At the time the NOP was issued, the Appendix G checklist did not include a question about Energy Infrastructure. The Initial Study prepared for the Project did, however, note that energy would be evaluated in the Draft EIR in accordance with Appendix F of the CEQA Guidelines. Refer to Section 4., Thresholds of Significance, below for further details on the December 2018 updates to Appendix G.*

² *At the time the NOP was issued, the Appendix G checklist did not include a question about Energy Infrastructure. Refer to Section 4., Thresholds of Significance, below for further details on the December 2018 updates to Appendix G.*

and housing; public services including police protection, schools, parks, and libraries; changes in air traffic patterns; hazardous design features related to traffic; wastewater; stormwater drainage facilities; landfill capacity; and compliance with federal, state, and local statutes related to solid waste. Therefore, these areas are not analyzed in this Draft EIR. The Initial Study demonstrating that less than or no significant impacts would occur for these issue areas is included in Appendix A of this Draft EIR.

With regard to aesthetics, note that pursuant to Public Resources Code (PRC) Section 21099, the Project is an employment center project on an infill site located within a Transit Priority Area. Accordingly, the potential aesthetic impacts of the Project are less than significant. Nonetheless, an analysis of potential aesthetic impacts is provided in this Draft EIR for informational purposes only.

3. Draft EIR Organization

This Draft EIR is comprised of the following sections:

- I. **Executive Summary.** This section describes the purpose of this Draft EIR, Draft EIR focus and effects found not to be significant, Draft EIR organization, Project summary, areas of controversy and issues to be resolved, public review process, summary of alternatives, and a summary of environmental impacts and mitigation measures.
- II. **Project Description.** This section describes the Project location, existing conditions, Project objectives, and characteristics of the Project.
- III. **Environmental Setting.** This section contains a description of the existing physical and built environment and a list of related projects anticipated to be built within the Project vicinity.
- IV. **Environmental Impact Analysis.** This section contains the environmental setting, Project and cumulative impact analyses, mitigation measures (where necessary), and conclusions regarding the level of significance after mitigation for each of the following environmental issues: aesthetics; air quality; cultural resources; energy; geology and soils; greenhouse gas emissions; land use; noise; public services (fire protection); transportation; tribal cultural resources; and utilities and service systems (energy infrastructure and water supply and infrastructure).
- V. **Alternatives.** This section provides an analysis of a reasonable range of alternatives to the Project including: No Project/No Build Alternative; Mixed-Use Density Bonus Alternative; and Reduced Project Alternative.

- VI. Other CEQA Considerations.** This section provides a discussion of significant unavoidable impacts that would result from the Project and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project is also presented here. This section also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the Project's mitigation measures. Lastly, a summary of the possible effects of the Project that were determined not to be significant is provided.
- VII. References.** This section lists the references and sources used in the preparation of this Draft EIR.
- VIII. Acronyms and Abbreviations.** This section provides a list of acronyms and abbreviations used in this Draft EIR.
- IX. List of Preparers.** This section lists the persons, public agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

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

- Appendix A—Initial Study, NOP, and NOP Comment Letters
 - Appendix A.1—Initial Study
 - Appendix A.2—Notice of Preparation
 - Appendix A.3—NOP Comment Letters
- Appendix B—Technical Appendix for Air Quality and Greenhouse Gas Emissions
- Appendix C—Cultural Resources Appendix
 - Appendix C.1—Historical Resources Report
 - Appendix C.2—Archaeological Memo
- Appendix D—Energy Appendix
 - Appendix D.1—Energy Calculations
 - Appendix D.2—Energy Report

- Appendix E—Geology and Soils Appendix
 - Appendix E.1—Geotechnical Investigation
 - Appendix E.2—Fault Investigation
 - Appendix E.3—Supplemental Geotechnical Recommendations
 - Appendix E.4—LADBS Approval Letter
 - Appendix E.5—Paleontological Memo
- Appendix F—Noise Calculation Worksheets
- Appendix G—LAFD Response Letter
- Appendix H—Transportation Appendix
 - Appendix H.1—Traffic Study
 - Appendix H.2—Revised Traffic Study
 - Appendix H.3—LADOT Assessment Letter for Traffic Study
 - Appendix H.4—LADOT Assessment Letter for Revised Traffic Study
 - Appendix H.5—ITE 9th vs 10th Edition Comparison
- Appendix I—Tribal Cultural Resources Report
- Appendix J—Utility Report

4. Thresholds of Significance

In 2006, the City published the *L.A. CEQA Thresholds Guide* (Thresholds Guide) as a guidance document for preparing CEQA analyses for projects within the City. The Thresholds Guide includes two sets of criteria to evaluate project impacts: screening criteria, which provide direction in determining the appropriate environmental document required for a project; and significance thresholds, which assist in determining whether a project's impacts generally would be significant under normal circumstances and would therefore require mitigation. Although intended as a voluntary tool, the Thresholds Guide offers a consistent set of evaluation criteria applicable to most discretionary projects in the City, and the Los Angeles Department of City Planning (DCP) has typically used both the screening criteria and significance thresholds as the basis for project analyses in its CEQA documents. However, the Thresholds Guide clearly indicates the Lead Agency—in this case, the DCP—retains the authority to determine significance thresholds on a case-by-

case basis, dependent upon unique environments, evolving regulatory requirements, and the nature of each project. In addition, the Thresholds Guide states it is not intended as a substitute for the use of independent judgment to determine significance or the evaluation of the evidence in the record. Moreover, it states “because evaluation practices continue to evolve due to changing regulations, scientific methods, and court decisions, the project evaluator and lead City agency should always use the best information and evaluation methods available, including those from sources other than the Thresholds Guide.”³

In light of an evolving regulatory environment, recent case law, new topics such as greenhouse gas emissions and tribal cultural resources that are now addressed in Appendix G of the State CEQA Guidelines (Appendix G), and the age of the Thresholds Guide, the DCP has begun to update its CEQA guidance. At the time of issuance of this Draft EIR, the DCP as lead City agency for the Project has chosen to rely on the Appendix G questions as thresholds of significance. As noted above, the City has discretion in choosing appropriate significance thresholds. Therefore, throughout this Draft EIR, the thresholds contained in Appendix G are used. The factors and considerations set forth in the Thresholds Guide are utilized where appropriate to assist in answering the Appendix G threshold questions.

In January 2018, OPR proposed comprehensive updates to the CEQA Guidelines which revised thresholds for aesthetics, air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, population and housing, transportation, and utilities and service systems. The updates also added energy and wildfire questions to Appendix G. The updated CEQA Guidelines became effective on December 28, 2018 and are reflected throughout this Draft EIR, with the exception of Transportation question (b) relating to new CEQA Guidelines Section 15064.3(b), as explained further below.

The December 2018 CEQA Guidelines updates included the addition of Section 15064.3(a), which states “a project’s effect on automobile delay does not constitute a significant environmental impact” and amended a number of the Appendix G questions. CEQA Guidelines Section 15064.3(c) indicates the provisions of Section 15064.3 shall apply statewide beginning on January 1, 2020 but that a lead agency may elect to be governed by its provisions immediately upon adoption. The City has begun the process of moving from assessing transportation impacts based on level of service (LOS) and driver delay to assessing impacts based on vehicle miles traveled (VMT), but has not yet adopted a VMT threshold or corresponding methodology. Accordingly, the City has adopted the current Appendix G’s Transportation thresholds (a), (c), and (d), but has not yet adopted Transportation threshold (b) addressing consistency with new CEQA Guidelines Section

³ *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. 3.*

15064.3(b). The previous threshold (b) pertaining to Congestion Management Programs (CMPs) is therefore addressed in Section IV.J, Transportation, of this Draft EIR.

5. Existing Project Site Conditions

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

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

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

The Project Site is also located within the boundaries of the Hollywood Redevelopment Project area, a Transit Priority Area pursuant to Senate Bill (SB) 743, the

former Los Angeles State Enterprise Zone, and the Hollywood Entertainment District Business Improvement District.

6. Description of the Proposed Project

a. Project Overview

The Project proposes to remove the existing commercial building and paved surface areas in order to construct a new hotel with 240 guest rooms. The proposed building would have a maximum height of 185 feet. The ground floor level would include the hotel lobby, a self check-in kiosk, a luggage room, as well as a publicly-accessible coffee bar with an outdoor seating area fronting Vine Street. A mezzanine level containing mechanical equipment would be located above the ground floor. The hotel's proposed 240 guest rooms would be located on Levels 2 through 11 of the building. All rooms would contain private bathrooms, and room features such as lighting, blinds, temperature controls, and electronics would be operated by using a tablet. Level 12 would contain a 817-square-foot gym for hotel guest use, restrooms, back of house uses, and mechanical equipment. citizenM's 3,742-square-foot "living room" concept, which provides lounge seating, a floor-to-ceiling display of curated books, workspace areas, and a limited-service food and beverage bar called "canteenM" for hotel guest and public use would be located on Level 13. Level 13 would also include publicly-accessible terraces with seating areas and landscaping. Vehicle and bicycle parking for the proposed uses would be located within five subterranean levels, consisting of one level for attended bicycle parking and four levels of vehicular parking accessible by valet only. Additional mechanical equipment would also be located on the roof level, as well as within the subterranean parking levels. Upon completion, the Project would result in approximately 73,440 square feet of new floor area and a FAR of up to 6:1.

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

b. Open Space and Landscaping

Landscaping would be provided in the outdoor areas throughout the Project Site and would include a mix of trees, shrubs, and large planters. The landscape design would include benches and seating, and would utilize drought-tolerant plant materials that are native to Los Angeles where feasible. The Project would retain one Jacaranda street tree located near the northwest corner of the Project Site and remove the second Jacaranda

street tree where the Project's required driveway would be constructed. Following the construction of the Project's driveway, there will no longer be sufficient space to plant a replacement street tree along the Project Site's frontage. Accordingly, and pursuant to the City's Urban Forestry Division policies, the Jacaranda proposed for removal would be replaced with two 15-gallon trees that would be donated to the City in coordination with the Urban Forestry Division.

c. Access, Circulation, and Parking

Vehicular access to the Project Site would be provided via a new two-way driveway entrance off of Vine Street that leads to a portico for guest drop-off and vehicle/bicycle valet services, as well as loading and trash areas and parking garage elevators at the rear of the Project Site. The parking elevators would be exclusively used and operated by the hotel's valet parking attendants to gain access to the Project's subterranean parking spaces. Pedestrian access within and around the Project Site would be enhanced via sidewalks, new landscaping, original art mural artwork, and decorative pavement within the hotel's entrance area and along the perimeters of the Project Site. Public access to the hotel lobby would be provided from Vine Street.

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

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

d. Lighting and Signage

Project lighting would include architectural lighting for the buildings, and exterior lights adjacent to buildings and along pathways for aesthetic, security, and wayfinding

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

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

e. Sustainability Features

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

(1) Energy Conservation & Efficiency

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

- Complying with Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that would be implemented may include, but not be limited to, high performance glazing on windows, appropriately oriented shading devices, high-efficiency

boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize solar and thermal gain.

- Application of energy-saving technologies and components to reduce the project's electrical usage profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and energy-efficient heating and cooling equipment.
- Installation of ENERGY STAR-labeled products and appliances where appropriate.
- During operations in order to achieve maximum efficiency, while maintaining safety for residents and visitors, exterior lighting elements will be controlled by light sensors and/or time clocks to avoid over-lighting as appropriate.
- Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to established requirements.
- Ensuring that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.
- Installation of photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.
- Installation of occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- Designing exterior walls finished with light colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

(2) Water

Specific water conservation strategies include:

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

- Complying with the City’s Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.
- Complying with LARWQCB’s General National Pollutant Discharge Elimination System (NPDES) Permit and General Waste Discharge Requirements (WDRs) (Order No. R4- 2012-0175, NPDES No. CAS004001) governing construction-related dewatering discharges (the General Dewatering Permit).
- Complying with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use of drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, setting automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and watering less in the cooler months and during the rainy season).
- Selecting plumbing fixtures compliant with the Los Angeles Department of Water and Power (LADWP) requirements for new development in the City, which include:
 - High-efficiency toilets (1.28 gallons per flush or less, including dual flush toilets in single-use bathrooms);
 - High-efficiency urinals (0.125 gallon per flush or less, including waterless urinals);
 - Restroom faucet flow rate of 0.35 gallon per minute or less;
 - Public restroom self-closing faucets;
 - Showerhead flow rate of 1.5 gallons per minute or less;
 - Limit of one showerhead per shower stall;
 - High-efficiency clothes washers (water factor of 6.0 or less);
 - High-efficiency dishwashers (ENERGY STAR rated);
 - Cooling towers operated at a minimum of 5.5 cycles of concentration;
 - Prohibition of single-pass cooling (i.e., the use of potable water to extract heat from process equipment);
 - Irrigation system requirements:
 - Weather-based irrigation controller with rain shutoff;
 - Flow sensor and master valve shutoff (large landscapes);

- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization; and use of native/drought tolerant plant materials;
- Use of low impact development (LID) flow-through planters within common site areas that are not located above subterranean parking.
- Use of landscape contouring to minimize precipitation runoff; and
- Use of separate metering or submetering for all irrigated landscapes of 5,000 square feet or more.

(3) Land

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

- Designing all walking areas with the appropriate solar reflectance index.
- White, high albedo, and reflective material shall be used for roofing in order to have a minimum three-year aged solar reflectance and thermal emittance, or a minimum aged Solar Reflectance Index (SRI) equal to or greater than specified by the City's cool roof ordinance and California standards for reflectivity and emissivity to reject heat.
- Locating all parking below ground.
- Incorporating passive energy efficiency strategies, such as roof overhangs, porches and inner courtyards to minimize heat transference.
- Preparing and implementing a Transportation Demand Management (TDM) Plan that would promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce project trips and and/or vehicle miles traveled.
- Providing on-site bicycle storage for visitors and employees.
- Locating site in a previously developed neighborhood with accessibility to multiple public transportation lines.

(4) Materials and Resources

Specific strategies associated with materials and resources include:

- Diverting at least 75 percent of construction and demolition debris from landfills.
- Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- Specifying building materials with at least 10 percent recycled content for the construction of the Project.

(5) Air Quality

Additional specific strategies regarding air quality include:

- Designing interior finish materials, including adhesives, sealants, paints, flooring, and composite wood products, with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.
- Designing the HVAC system to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Complying with South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:
 - Water active grading/excavation sites and unpaved surfaces at least three times daily;
 - Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
 - Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site;
 - Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the Project Site;
 - Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and

- Post an information sign at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

f. Project Construction and Scheduling

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

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

7. Requested Permits and Approvals

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

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

- Zoning Administrator’s Adjustment pursuant to LAMC Section 12.28 to allow reduced side and rear yard setbacks;
- Site Plan Review pursuant to LAMC Section 16.05;
- Master Conditional Use Permit pursuant to LAMC Section 12.24 W.1 for the sale and/or dispensing of alcoholic beverages for a maximum of three (3) on-site full line permits, including within the hotel’s publicly accessible “living room” and ground-level coffee bar and throughout the hotel’s guest room floors pursuant to in-room service;
- Findings of consistency with the Hollywood Community Plan and objectives in the Hollywood Redevelopment Plan Section 506.2.3, including approval of a written agreement with CRA/LA, a Designated Local Authority, or a successor agency, to permit FAR in excess of 4.5:1;
- Pursuant to LAMC Section 12.32 P, and in conjunction with the Project’s requested zone and height district change, the Applicant will be requesting that the City Council reduce the Project’s parking requirement by 20 percent; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

8. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City’s decision-makers may include those environmental issue areas where the potential for a significant and unavoidable impact has been identified. These areas include Project impacts related to on-site noise during construction, on- and off-site site vibration during construction (pursuant to the threshold for human annoyance), cumulative on- and off-site noise, and cumulative on- and off-site vibration (pursuant to the threshold for human annoyance) during construction. In addition, during the NOP comment period, public comments were received regarding construction noise and private views.

9. Public Review Process

As previously indicated, the City prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, OPR, responsible agencies, and other interested parties on October 5, 2016, for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A of this Draft EIR.

This Draft EIR is being circulated for a minimum 45-day public comment period in accordance with CEQA requirements. Following the public comment period, a Final EIR

will be prepared that will include responses to any comments raised regarding this Draft EIR.

10. Summary of Environmental Impacts

Table I-1 on page I-18 provides a summary of the Project's environmental impacts, which are summarized further in the sections that follow.

**Table I-1
Summary of Project Impacts**

Environmental Issue	Project Impact ^a
A. AESTHETICS	
Scenic Vistas	Less Than Significant
Scenic Resources	Less Than Significant
Conflict with Zoning and Other Regulations Governing Scenic Quality	Less Than Significant
Light/Glare	Less Than Significant
B. AIR QUALITY	
Air Quality Plan Consistency	Less Than Significant
Construction	
<i>Regional Emissions</i>	Less Than Significant
<i>Localized Emissions</i>	Less Than Significant
<i>Toxic Air Contaminants</i>	Less Than Significant
Operation	
<i>Regional Emissions</i>	Less Than Significant
<i>Localized Emissions</i>	Less Than Significant
<i>Toxic Air Contaminants</i>	Less Than Significant
C. CULTURAL RESOURCES	
Historical Resources	Less Than Significant with Mitigation
Archaeological Resources	Less Than Significant with Mitigation
Human Remains	Less Than Significant
D. ENERGY	
	Less Than Significant
E. GEOLOGY AND SOILS	
Geology and Soils	Less Than Significant
Paleontological Resources	Less Than Significant with Mitigation
F. GREENHOUSE GAS EMISSIONS	
	Less Than Significant
G. LAND USE	
Physical Division of a Community	Less Than Significant
Conflict with Land Use Plans	Less Than Significant
H. NOISE^b	
Construction	
<i>On-Site Noise</i>	Significant and Unavoidable
<i>Off-Site Noise</i>	Less Than Significant
<i>On-Site Vibration (Building Damage)</i>	Less Than Significant with Mitigation
<i>On-Site Vibration (Human Annoyance)</i>	Significant and Unavoidable
<i>Off-Site Vibration (Building Damage)</i>	Less Than Significant
<i>Off-Site Vibration (Human Annoyance)</i>	Significant and Unavoidable
Operation	
<i>On-Site Noise</i>	Less Than Significant
<i>Off-Site Noise</i>	Less Than Significant

**Table I-1 (Continued)
Summary of Project Impacts**

Environmental Issue	Project Impact ^a
I. PUBLIC SERVICES—FIRE PROTECTION	Less Than Significant
J. TRANSPORTATION	
Construction	Less Than Significant
Operation	
<i>Intersection Levels of Service</i>	Less Than Significant with Mitigation
<i>Regional Transportation System</i>	Less Than Significant
<i>Access and Circulation</i>	Less Than Significant with Mitigation
<i>Emergency Access</i>	Less Than Significant
<i>Bicycle and Pedestrian Facilities</i>	Less Than Significant
K. TRIBAL CULTURAL RESOURCES	Less Than Significant
L. UTILITIES AND SERVICE SYSTEMS	
Energy Infrastructure	Less Than Significant
Water Supply and Infrastructure	Less Than Significant
<p>^a Significant and Unavoidable cumulative impacts are included.</p> <p>^b Cumulative on- and off-site noise impacts and cumulative on- and off-site vibration impacts with respect to human annoyance during Project construction would be significant and unavoidable.</p> <p>Source: Eyestone Environmental, 2019.</p>	

a. Less Than Significant Impacts

(1) Aesthetics

As discussed in Section IV.A, Aesthetics, of this Draft EIR, pursuant to SB 743 and Zoning Information File No. 2452, Project impacts related to aesthetics (scenic vistas, scenic resources, conflicts with zoning and other regulations governing scenic quality, and light and glare) would not be considered significant.

(2) Air Quality

(a) Applicable Air Quality Plans

With regard to air quality management plan (AQMP) consistency, which is primarily concerned with the long-term influence of the Project on air quality in the Air Basin, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project includes similar growth projections that form the basis of the 2016

AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP. Furthermore, while the Project does not implement any air quality mitigation measures, the Project would comply with all applicable regulatory standards and would incorporate the project design features in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, that would also serve to reduce the criteria air pollutants. Additionally, as the Project would support the City of Los Angeles and the South Coast Air Quality Management District's (SCAQMD's) objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP control measures. Thus, the Project would not conflict with or obstruct implementation of the AQMP. Furthermore, the Project would serve to implement applicable policies of the City of Los Angeles pertaining to air quality. Therefore, as detailed in Section IV.B, Air Quality, of this Draft EIR, the Project would not conflict with or obstruct implementation of an applicable air quality plan, and impacts would be less than significant.

(b) Construction

(i) Regional Emissions

As presented in Table IV.B-5 in Section IV.B, Air Quality, of this Draft EIR, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions resulting from the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(ii) Localized Emissions

Project-related localized construction impacts are evaluated based on SCAQMD Localized Significance Thresholds (LST) methodology which takes into account ambient pollutant concentrations. Based on SCAQMD methodology, localized emissions which exceed LSTs would also cause an exceedance of ambient air quality standards. Project-related construction emissions would not exceed localized thresholds. Therefore, localized construction emissions resulting from the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Localized construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(iii) On-Site Construction Activities (Criteria Pollutants)

Maximum on-site daily construction emissions for nitrogen oxides (NO_x), carbon monoxide (CO), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) were calculated using SCAQMD's recommended California Emissions Estimator Model

(CalEEMod) and compared to the applicable SCAQMD LSTs for SRA 1 based on the Project's construction site acreage of less than one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are residences located adjacent to the southern boundary of the Project Site. Consistent with SCAQMD's LST methodology, pollutant impacts were evaluated at the closest sensitive receptor (approximately 25 meters).

As presented in Table IV.B-7 in Section IV.B, Air Quality, of this Draft EIR, maximum construction emissions would not exceed the SCAQMD-recommended localized screening thresholds. The Project's on-site construction activities, including the generation of criteria pollutants, would not expose sensitive receptors to substantial pollutant concentrations. Project-related construction activities would result in a less-than-significant impact with regard to localized emissions.

(iv) Off-Site Construction Activities (Toxic Air Contaminants)

Given the short-term construction schedule, the Project would not result in a long-term (i.e., 70-year) source of toxic air contaminant (TAC) emissions. Additionally, the SCAQMD CEQA guidance does not require a Health Risk Assessment for short-term construction emissions. It is, therefore, not necessary to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. The Project's off-site construction activities, including generation of TACs, would not expose sensitive receptors to substantial pollutant concentrations. Project-related TAC impacts during construction would be less than significant.

(c) Operation

(i) Regional Emissions

SCAQMD's CalEEMod was used to calculate regional area, energy, mobile source, and stationary emissions. The Project would incorporate project design features to support and promote environmental sustainability. For purposes of the air quality analysis, project design features incorporated in this analysis include the Project Site's increase in accessibility to transit and increase in diversity of uses and density. These project characteristics are explained further in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce criteria air pollutants.

As shown in Table IV.B-6 in Section IV.B, Air Quality, of this Draft EIR, regional emissions resulting from operation of the Project would not exceed any of SCAQMD's daily regional operational thresholds. Therefore, regional operational emissions resulting from the Project would not violate any air quality standard or contribute substantially to an

existing or projected air quality violation. Air quality impacts from Project operational emissions would be less than significant.

(ii) Localized Emissions

Project-related operational emissions were also evaluated based on SCAQMD LST methodology. While SCAQMD LST methodology evaluates emissions from on-site sources (e.g. water heaters, cooking appliances, HVAC), off-site sources such as Project-related vehicle trips were also evaluated for potential exceedances of ambient air quality standards. Project-related operational emissions from on-site and off-site sources would not exceed localized thresholds. Therefore, localized operational emissions resulting from the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Localized operational emissions resulting from the Project would result in a less-than-significant air quality impact.

(iii) On-Site Operational Activities (Criteria Pollutants)

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. Emissions estimates for criteria air pollutants from on-site sources are presented in Table IV.B-8 in Section IV.B, Air Quality, of this Draft EIR. The SCAQMD LST mass rate look-up tables, which apply to projects that have active areas that are less than or equal to five acres in size, were used to evaluate potential localized impacts. As shown in Table IV.B-8, on-site operational emissions would not exceed any of the LSTs. The Project's on-site operational activities, including generation of criteria pollutants, would not expose sensitive receptors to substantial pollutant concentrations. Therefore, localized operational emissions resulting from the Project would result in a less-than-significant air quality impact.

(iv) Off-Site Operational Activities (Toxic Air Contaminants)

As the Project would not contain substantial TAC sources and would be consistent with California Air Resources Board (CARB) and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

(v) Off-Site Operational Activities (CO "Hot Spots" Analysis)

Consistent with the CO methodology discussed in Section IV.B, Air Quality, of this Draft EIR, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis.

At buildout of the Project, the highest average daily trips at a nearby intersection would be approximately 66,890 at the Vine Street and Sunset Boulevard intersection,⁴ which is significantly below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP.⁵ This daily trip estimate is based on the peak-hour conditions of the intersection. There is no reason unique to the Air Basin meteorology to conclude that the CO concentrations at the Vine Street and Sunset Boulevard intersection would exceed the 1-hour CO standard if modeled in detail, based on the studies undertaken for the 2003 AQMP.⁶ Therefore, the Project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions are considered less than significant. The supporting data for this analysis is included in Appendix B of this Draft EIR.

(d) Odors

As discussed in Section VI, Other CEQA Considerations, of this Draft EIR, and in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, the Project would not create objectionable odors impacting a substantial number of people. Therefore, no impacts from objectionable odors would occur.

(3) Cultural Resources

(a) Human Remains

As discussed in Section VI, Other CEQA Considerations, of this Draft EIR, and in the Initial Study prepared for the Project and included as Appendix A of this Draft EIR, no human remains are known to have been found on the Project Site. While the uncovering of human remains is not anticipated, compliance with all applicable regulatory requirements would ensure that the Project's impacts to unknown human remains would be less than significant.

⁴ Gibson Transportation Consulting, Inc., *Traffic Impact Analysis for the Revised citizenM Hotel Project, Hollywood, May 18, 2018.*

⁵ As discussed above in Section 3.a., *Methodology*, the 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. If a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis using California LINE Source Dispersion Model, version 4 (CALINE4).

⁶ It should be noted that CO background concentrations within the vicinity of the modeled intersection have substantially decreased since preparation of the 2003 AQMP. In 2003, the 1-hour background CO concentration was 5 ppm and has decreased to 2 ppm in 2014.

(4) Energy

(a) Wasteful, Inefficient, or Unnecessary Use of Energy

The Project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. Project construction is estimated to require 23,621 kWh of electricity, 27,548 gallons of gasoline, and 96,034 gallons of diesel. Project operation would generate an annual net demand for 2,430 MWh of electricity per year, 7,030,152 cf of natural gas per year, 111,756 gallons of gasoline per year, and 20,044 gallons of diesel fuel per year. As detailed in Section IV.D, Energy, of this Draft EIR, the Project's energy requirements would not significantly affect local or regional supplies or capacity, and energy usage during base and peak periods would be consistent with future energy projections for the region. During construction the Project would comply with on-road fuel economy Title 24 energy efficiency standards where applicable resulting in efficient use of energy. During operations, the Project would comply with applicable energy efficiency requirements such as CalGreen, as well as include energy conservation measures beyond requirements, such as LEED® Silver equivalency. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standard. Therefore, Project impacts related to energy use would be less than significant during construction and operation.

(b) Consistency with State or Local Plans

The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2016 CALGreen building code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City of LA Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. In addition, the Project would implement measures to achieve LEED® Silver equivalency which would exceed Title 24 energy efficiency requirements.

As discussed in greater detail in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, the Project would also be consistent with the LA Green Plan/Climate LA. As discussed therein, Project Design Feature GHG-PDF-1 would require the design of the new buildings to incorporate features to achieve the sustainability intent of the Silver Rating under the LEED® green building program or equivalent green building standards. In addition, GHG-PDF-1 would require reduction of energy usage by 10 percent over baseline conditions. In order to meet reduction goals in the LA Green Plan/ClimateLA, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction goals by expanding recycling to multifamily dwellings, commercial establishments, and restaurants. The Project would be indirectly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan/ClimateLA.

With respect to the Sustainable City Plan, as also discussed in Section IV.F, Greenhouse Gas Emissions, of this Draft EIR, although the pLAN is not directly applicable to private development projects, the Project would generally be consistent with these aspirations as it is an infill development consisting of hotel and restaurant uses on a Project Site located approximately 300 feet from the Metro Red Line Hollywood/Vine Station. The Project would be well-served by transit and would implement a TDM Program that would encourage transit use. Furthermore, the Project would comply with CALGreen, implement various project design features to reduce energy usage, water conservation measures, and would comply with the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Sustainable City pLAN with regard to energy-efficient buildings and waste and landfills. The Project would also provide secure short- and long-term bicycle storage areas for Project residents and guests.

With regard to transportation related energy usage, the Project would comply with goals of the SCAG's 2016 RTP/SCS which incorporates VMT targets established by SB 375. The Project's mixed-use development and public transportation would serve to reduce VMT and associated transportation fuel usage within the region. In addition, vehicle trips generated during Project operations would comply with CAFE fuel economy standards. During construction activities, the Project would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations.

Based on the above, the Project would not conflict with adopted energy conservation plans, or violate state or federal energy standards, and impacts associated with regulatory consistency would be less than significant.

(5) Geology and Soils

(a) Surface Rupture

As discussed in Section IV.E, Geology and Soils, of this Draft EIR, there are no known active faults that cross the Project Site. The closest significant fault to the Project Site is the Hollywood Fault, located approximately 100 feet north of the Project Site as mapped on the official Hollywood Fault Zone Map.⁷ While this map does not show an active fault crossing the Project Site, it does indicate that the Project Site is located within the Alquist-Priolo Earthquake Fault Zone for the Hollywood Fault. Therefore, as required by the Alquist-Priolo Act, CGS, and LADBS, a surface fault rupture hazard evaluation, including subsurface exploration, was performed by Group Delta to determine the presence

⁷ California Geological Survey, *Earthquake Zones of Required Investigation, Hollywood Quadrangle, Official Map*, Released November 6, 2014.

or absence of active faulting beneath the Project Site. The results of the evaluation are documented in the Fault Investigation, which is included as Appendix E of this Draft EIR. The Fault Investigation concluded that there is no active faulting directly beneath the Project Site or within 50 feet to the north and south of the Project Site. LADBS has reviewed the Fault Investigation, and issued an approval letter on August 23, 2016, concurring with the Fault Investigation's conclusions regarding the absence of any active faults beneath or within 50 feet of the Project Site. This letter is included as Appendix E of this Draft EIR. Therefore, the potential for surface fault rupture hazard at the Project Site is considered low. Thus, impacts associated with surface rupture from a known earthquake fault would be less than significant. No mitigation measures are required.

(b) Strong Seismic Ground Shaking

The Project Site is located within the seismically active region of Southern California and would potentially be subject to strong ground motion if a moderate to strong earthquake occurs on a local or regional fault. However, impacts related to seismic ground shaking at the Project Site would not be exacerbated by the Project because the Project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate ground shaking. Therefore, impacts associated with seismic ground shaking would be less than significant. No mitigation measures are required.

(c) Liquefaction

The Safety Element of the City of Los Angeles General Plan locates the Project Site within an area that is susceptible to liquefaction.⁸ However, the CGS Seismic Hazards Zone map for the Hollywood area shows that the Project Site is not located within a liquefiable area.⁹ This determination by CGS is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Furthermore, ZIMAS indicates that the Project Site is not located in an area that has been identified by the State as being potentially susceptible to liquefaction.¹⁰ Typically, liquefaction occurs in shallow groundwater areas where there are loose, cohesionless, fine-grained soils. According to the Geotechnical Investigation, historical high groundwater at the Project Site is reported to be greater than 50 feet in depth below ground surface. Moreover, groundwater was not encountered by Group Delta in the borings advanced up to a depth of

⁸ *Los Angeles General Plan Safety Element, Exhibit B, Areas Susceptible to Liquefaction (November 1996), p. 49.*

⁹ *State of California, California Geologic Survey, Hollywood Quadrangle, Earthquake Fault Zones (November 6, 2014) and Seismic Hazard Zones (March 25, 1999) Map.*

¹⁰ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 1718 N. Vine Street, <http://zimas.lacity.org/>, accessed February 28, 2019.*

75 feet below ground surface during the subsurface investigation performed as part of the Geotechnical Investigation and Fault Investigation. Based on these considerations, impacts associated with liquefaction would be less than significant, and no mitigation measures are required.

(d) Soil Erosion

As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. Specifically, Project construction would comply with the Los Angeles Building Code, which requires necessary permits, plans, plan checks, and inspections to ensure that the Project would reduce any potential sedimentation and erosion effects. In addition, the Project would be required to have an erosion control plan approved by LADBS, as well as a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit requirements. As part of the SWPPP, Best Management Practices (BMPs) would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, Project construction contractors would be required to comply with City grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion. With compliance with these regulatory requirements that include the implementation of BMPs, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. As such, no mitigation measures are required.

(e) Subsidence

The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or is planned at the Project Site. Historically high groundwater is reported to be greater than 50 feet below grade. However, according to the Geotechnical Investigation and Fault Investigation, subsurface investigation was conducted to a maximum depth of 75 feet below the ground surface and groundwater was not encountered. As such, this depth is greater than the maximum excavation depth of 55 feet below ground surface anticipated for the Project Site. Therefore, based on the level of groundwater and the absence of any large-scale extraction of groundwater, gas, oil, or geothermal energy at the Project Site, the Project would not exacerbate existing environmental conditions related to subsidence, which could result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury. However, according to the Geotechnical Investigation, shallower perched groundwater may be present following seasonal rain and could be encountered during basement excavation. Los Angeles Building Code provisions and

LADBS regulations require the preparation of a final geotechnical report containing provisions for the collection of runoff, which would ensure that the collection and discharge of any perched groundwater that is encountered meets water quality standards. With conformance to existing regulations, the Project would not exacerbate existing environmental conditions that would result in subsidence.

(f) Expansive Soils

According to the Geotechnical Investigation, the existing near-surface sandy soils have very low expansion potential. However, the clayey soils at the depth of the planned excavation of 55 feet below ground surface are anticipated to have low to moderate expansion potential. Furthermore, the soils underlying the Project Site were found to be potentially corrosive to buried metals. Thus, the Geotechnical Investigation recommended that measures be included to address expansion and corrosion potential. Los Angeles Building Code provisions and LADBS regulations require the preparation of a final geotechnical report that addresses the recommendations contained in the Geotechnical Investigation and provide final recommendations that would be incorporated in the Project design. With implementation of the geotechnical report recommendations, as required by LADBS regulations and LAMC Section 91.7006, the Project would not create substantial risks to life or property, and impacts would be less than significant. No mitigation measures are required.

(6) Greenhouse Gas Emissions

As described in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project complies with or exceeds the plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2008 Climate Change Scoping Plan and subsequent updates, the 2016 RTP/SCS, the LA Green Plan/ClimateLA, and the Sustainable City pLAn. As the Project would not conflict with relevant plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs, impacts related to regulatory consistency would be less than significant. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to climate change would be less than significant.

(7) Land Use

(a) Physical Division of a Community

As discussed in Section VI, Other CEQA Considerations, and in the Initial Study (Appendix A of this Draft EIR), the proposed hotel use is consistent with other land uses in the surrounding area. All proposed development would occur within the boundaries of the Project Site as it currently exists. The Project would not physically separate or otherwise disrupt an existing residential use on or adjacent to the Project Site. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. The Project would not be out of character with the surrounding area as the Project Site is located in a highly urbanized area characterized by a mixture of low-, mid-, and high-rise buildings occupied by a mix of commercial, residential, office, and entertainment-related uses. Furthermore, the simple, contemporary design of the Project would be substantially compatible with the existing historic character of the surrounding buildings. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Impacts would be less than significant.

(b) Conflict with Land Use Plans

As discussed in Section IV.G, Land Use, of this Draft EIR, the Project would be substantially consistent with the whole of applicable goals, policies, and objectives in local and regional land use plans that have been adopted to avoid or mitigate an environmental effect including the City of Los Angeles General Plan, the Mobility Plan, the Hollywood Community Plan, the Redevelopment Plan, the HSSUD, the Citywide Design Guidelines, the Walkability Checklist, and the 2016 RTP/SCS. As such, impacts related to land use consistency would be less than significant.

(8) Noise

(a) Construction

(i) Project-Level Off-Site Construction Noise

Off-site construction noise sources may include materials delivery, concrete mixing, and haul trucks (construction trucks), as well as construction worker vehicles accessing the Project Site during construction. Typically, construction trucks generate higher noise levels than construction worker vehicles. The major noise sources associated with off-site construction trucks would be associated with delivery/haul trucks, during the Project's grading/excavation phase. Based on the estimated number of construction-related trips, including haul/delivery trucks and worker vehicles, and the estimated noise levels along the anticipated haul routes, Project-related construction traffic is estimated to be below the

relevant 5-dBA significance criteria along the anticipated haul routes. Therefore, temporary noise impacts from off-site construction traffic would be less than significant.

(ii) Project-Level and Cumulative Off-Site Construction Vibration (Building Damage)

Vibration levels generated by construction trucks (i.e., haul, delivery, and concrete trucks) along the Project's haul route (i.e., Hollywood Boulevard and Vine Street) would be well below the significance criteria for building damage. Therefore, both Project and cumulative vibration impacts with respect to building damage would be less than significant.

(b) Operation

(i) On-Site Stationary Noise Sources

The Project's on-site stationary noise sources would include mechanical equipment (e.g., air ventilation equipment), activities within the proposed outdoor spaces, parking facilities, and loading dock and trash compactors. Estimated noise levels at the identified off-site receptor locations resulting from operation of the Project's various on-site stationary noise sources are presented in Table IV.H-13, Table IV.H-14, Table IV.H-15, and Table IV.H-16 in Section IV.H, Noise, of this Draft EIR. During Project operations, the estimated noise levels from the mechanical equipment, use of outdoor areas, subterranean parking, and loading and trash areas at all off-site receptor locations would be below the existing ambient noise levels and the significance criteria of 5 dBA (L_{eq}) above ambient noise levels. Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and noise impacts from on-site stationary noise sources would be less than significant.

(ii) Off-Site Mobile Noise Sources

Future Plus Project

As shown in Table IV.H-17 in Section IV.H, Noise, of this Draft EIR, the Project is estimated to result in a maximum increase of up to 0.1 dBA (CNEL) in traffic-related noise levels along Vine Street (between Franklin Avenue and Hollywood Boulevard), Argyle Avenue (between Franklin Avenue and Yucca Street), and Yucca Street (between Vine Avenue and Gower Street). The increase in traffic noise levels would be well below the relevant 3 dBA CNEL significance criteria. In addition, a noise increase of less than 1 dBA is generally considered negligible. Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or

applicable standards of other agencies, and off-site traffic noise impacts under Future Plus Project conditions would be less than significant.

Existing Plus Project

As shown in Table IV.E-18 in Section IV.H, Noise, of this Draft EIR, when compared with existing conditions, the Project would result in a maximum increase of 0.2 dBA (CNEL) increase in traffic noise along Yucca Street between Vine Street and Argyle Avenue. At other analyzed roadway segments, the Project traffic-related noise levels would not result in a measurable increase. The Existing Plus Project traffic noise analysis is conservative as baseline ambient mobile noise levels are expected to increase by the time the Project is completed. Nevertheless, the estimated increase in traffic noise levels as compared to existing conditions would be well below the relevant 3 dBA CNEL significance criteria. Therefore, traffic noise impacts under Existing Plus Project conditions would be less than significant.

(iii) Composite Noise

The noise analysis for the Project also included an evaluation of potential composite noise level increases (i.e., noise levels from all on-site noise sources combined) at the analyzed sensitive receptor locations. This evaluation of composite noise levels from all on-site project noise sources, evaluated using the CNEL noise metric, was conducted to determine the contributions at the noise-sensitive receptor locations in the vicinity of the Project Site. Table IV.H-19 in Section IV.H, Noise, of this Draft EIR presents the estimated composite noise levels in terms of CNEL at the off-site sensitive receptor locations from the Project-related noise sources. As indicated therein, the estimated composite plus ambient noise levels would be below the significance criteria at all off-site receptor locations. Therefore, composite noise level impacts due to Project operations would be less than significant.

(iv) Land Use Compatibility

Based on the measured ambient noise levels, the exterior noise levels at the Project Site range from 63.6 dBA CNEL at the eastern boundary of the Project Site (based on measurements at receptor location R1) to 73.2 dBA CNEL at the western boundary of the Project Site (based on measurements at receptor location R3). According to the City of Los Angeles Guidelines for Noise Compatible Land Use, the Project Site would be considered “normally unacceptable” for hotel development (between 70 and 75 dBA CNEL). In accordance with Section 91.1207.11.2 of the LAMC and Section 1207 of the 2016 California Building Standards Code, the Project would include necessary noise insulation features, such as insulated glass windows and doors, to achieve an interior noise environment that does not exceed 45 dBA CNEL for the hotel uses. Therefore, noise impacts associated with land use compatibility would be less than significant.

(9) Public Services—Fire Protection

(a) Construction

Temporary construction activities associated with the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain service. Therefore, construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, need for new or physically altered facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. As such, impacts to fire protection and emergency medical services during Project construction would be less than significant, and no mitigation measures are required.

(b) Operation

Compliance with applicable regulatory requirements, including the Los Angeles Fire Department's (LAFD's) fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. In addition, in accordance with the fire protection-related goals, objectives, and policies set forth in the Framework Element, the Safety Element, and the Hollywood Community Plan, as listed in the regulatory framework above, the City along with LAFD would continue to monitor the demand for existing and projected fire facilities (Objective 9.16 of the Framework Element, Policy 2.1.6 of the Safety Element, and Fire Protection Policy 1 of the Community Plan) and coordinate the development of new fire facilities to be phased with growth (Objective 9.18 of the Framework Element). Therefore, given LAFD's fire/life safety plan review, LAFD's fire/life safety inspection, and LAFD's continued evaluation of existing fire facilities, impacts with regard to LAFD facilities and equipment would be less than significant.

As such, Project operation would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service and would not inhibit LAFD emergency response. Therefore, operation of the Project would not result in substantial adverse impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection and emergency medical services. Impacts to fire protection and emergency medical services during Project operation would be less than significant.

Furthermore, consistent with the *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection

and emergency medical services is the responsibility of the City. Through the City's regular budgeting efforts, LAFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. At this time, LAFD has not identified any new fire station construction in the area impacted by this Project either because of this Project or other projects in the service area. If LAFD determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) could qualify for a categorical exemption under CEQA Guidelines Section 15301 or 15332 or Mitigated Negative Declaration and would not be expected to result in significant impacts. Further analysis, including a specific location of any future station, would be speculative and beyond the scope of this document.

(10) Transportation

(a) Consistency with Applicable Plans, Ordinances, and Policies

(i) Construction Traffic

Peak haul truck activity would occur during the excavation and grading phase, and peak worker activity would occur during the building construction phase. Pursuant to Project Design Feature TR-PDF-1, a Construction Traffic Management Plan would be prepared and submitted to LADOT for review and approval, and would require haul truck and construction worker trips during these phases to be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, construction-related activities would not contribute a substantial amount of traffic during the weekday morning and afternoon peak periods.

Short-term and temporary construction activities could also temporarily increase response times for emergency vehicles along Vine Street and other main connectors due to travel time delays caused by construction traffic. The Construction Traffic Management Plan would also include traffic control measures (e.g., detour signage, delineators, etc.) to ensure emergency access to the Project Site and maintain traffic flow on adjacent right-of-ways.

Based on the above, the Project would not cause substantial delays and disruption of existing traffic flow, and temporary traffic impacts associated with the construction of the Project would be less than significant.

Access and Safety

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The use of the public right-of-way along Vine Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. In addition, the construction of the Project would not require the closure of any vehicle travel lanes primarily due to the availability of parking “lanes” adjacent to the Project Site on Vine Street, which would preclude the need to use other adjacent travel lanes. The parking lane on Vine Street adjacent to the Project Site would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. The Construction Traffic Management Plan, as provided in Project Design Feature TR-PDF-1, would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering), traffic safety along Vine Street by implementing temporary traffic controls to direct traffic around any closures. Based on the above, access and safety impacts during construction of the Project would be less than significant.

Public Transit

There are no bus stops adjacent to the Project Site and, therefore, no temporary impacts to transit are expected. Construction of the Project would not require rerouting bus stops or bus lines. As such, the Project would not result in significant impacts to transit during construction.

On-Street Parking

Parking is allowed adjacent to the Project Site on Vine Street. Therefore, construction fences, staging, etc., could result in the temporary loss of up to four metered parking spaces. However, as described in Project Design Feature TR-PDF-1, the Project would implement a Construction Traffic Management Plan that would include providing advanced notification of temporary parking removals and duration of such removals. The parking spaces would be reinstalled once construction is complete. In addition, the Construction Traffic Management Plan would include restrictions on construction-related vehicles parking on public streets adjacent to, or in the vicinity of the Project Site. Thus, the Project would result in less than significant impacts to on-street parking during the construction of the Project.

(b) Congestion Management Plans

(i) Intersections

The Traffic Study identified two arterial CMP monitoring intersections within 1.5 miles of the Project Site: Santa Monica Boulevard and Highland Avenue, located approximately 1 mile southwest of the Project Site, and Santa Monica Boulevard and Western Avenue, located approximately 1.25 miles southeast of the Project Site. Both of these arterial monitoring intersections are outside of the boundaries of the study area. The Project trips at these locations were calculated based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming there would be no diverging trips. Based on this methodology, the Project would not add any morning or afternoon peak-hour trips at any of the arterial monitoring intersections. Therefore, further analysis of the CMP arterial monitoring intersections is not required and project impacts would be less than significant.

(ii) Freeway Segments

The closest mainline freeway monitoring location to the Project Site is on US-101 south of Santa Monica Boulevard, approximately 1.5 miles southeast of the Project Site. At this location, the Project Site is projected to add a total of eight northbound trips and five southbound trips during the morning peak hour and seven northbound trips and seven southbound trips during the afternoon peak hour. As such, the Project would not add 150 trips in either direction during either morning or afternoon peak hour. Therefore, project impacts to a CMP mainline freeway monitoring location would be less than significant.

(iii) Transit

The total capacity of the transit lines serving the Project vicinity is approximately 3,435 riders during the morning peak hour and approximately 3,118 riders during the afternoon peak hour. The Project's 53 morning peak-hour trips and 43 afternoon peak-hour trips would represent approximately 1.5 percent of the available capacity during morning peak hour and approximately 1.5 percent during the afternoon peak hour, respectively. Therefore, given the limited increase in transit trips from the Project and the availability of transit in the vicinity of the Project Site, it is anticipated that the existing transit service in the Project area would adequately accommodate the increase in Project-generated transit trips. Therefore, Project impacts to the existing transit system in the study area would be less than significant.

(c) Hazardous Design Features

As discussed in Section VI, Other CEQA Considerations, of this Draft EIR and the Initial Study included in Appendix A of this Draft EIR, the Project's design does not include hazardous design features. Moreover, the Project would not introduce incompatible uses

such as farm equipment to the Project Site. Thus, no impacts related to increased hazard due to a design feature would occur, and no mitigation measures are required.

(d) *Emergency Access*

(i) *Construction*

Construction activities associated with the Project could potentially impact the provision of emergency services by the LAFD as a result of construction impacts to the surrounding roadways. Access to the Project Site and nearby properties could be temporarily impacted by Project-related construction activities, such as the construction of utility line connections. In addition, construction activities would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and daily construction worker traffic. Nonetheless, the short-term and temporary construction activities for the Project could temporarily affect emergency response for emergency vehicles along Vine Street, adjacent to the Project Site, and other main connectors due to increased traffic during the Project's construction phase. In the vicinity of the Project Site, Santa Monica Boulevard and Highland Avenue are designated as disaster routes by the City's Safety Element and the County of Los Angeles Department of Public Works.^{11,12}

As discussed above, although construction activities are expected to be primarily contained within the Project Site boundaries, it is expected that construction fences could encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The use of the public right-of-way along Vine Street would also require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. In addition, the construction of the Project would not require the closure of any vehicle travel lanes primarily due to the availability of parking "lanes" adjacent to the Project Site on Vine Street, which would preclude the need to use other adjacent travel lanes. The parking lane on Vine Street adjacent to the Project Site would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. As provided in Project Design Feature TR-PDF-1, the Construction Traffic Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering), traffic safety along Vine Street by implementing temporary traffic controls to direct traffic around any closures. Therefore,

¹¹ *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit H, adopted November 26, 1996.*

¹² *County of Los Angeles Department of Public Works, Disaster Route Maps, Los Angeles – Central, August 8, 2013.*

based on the above, impacts related to emergency access during Project construction would be less than significant.

(e) Bicycle and Pedestrian Facilities

Access to the Project Site would be provided via a new driveway along Vine Street. In addition, pedestrian access to the hotel lobby would be provided from Vine Street. The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveway would be designed to limit potential impediments to visibility and incorporate pedestrian warning systems, if and to the extent necessary, as determined by LADOT. The Project would also maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

A bicycle route currently exists along Vine Street south of Yucca Street. While no dedicated bicycle lanes currently exist in the immediate vicinity of the Project Site, bicycle lanes are proposed along Vine Street in the City's *2010 Bicycle Plan*. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Vine Street. In addition, to facilitate bicycle use, short- and long-term bicycle parking spaces will be provided in accordance with LAMC requirements within an attended bicycle facility as part of the Project.

During Project construction, the use of the public right-of-way along Vine Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. However, the Project would implement a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-1 with measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering). In addition, as there are no bus stops adjacent to the Project Site, no temporary impacts to transit are anticipated. Therefore, impacts to public transit, bicycle, or pedestrian facilities during construction would be less than significant.

The Project is located less than 500 feet north of the Metro Red Line/Hollywood Vine Station and is served by 10 Metro buses, three LADOT DASH buses, and two LADOT CE buses. The Project would maintain the existing sidewalks along Vine Street and would provide bicycle parking spaces in accordance with the requirements of the LAMC. Public access to the hotel lobby would be from Vine Street, and Project access would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveway entrance off of Vine Street

would be designed to limit potential impediments to visibility and the Project would design vehicular circulation to be clearly separated so as not to conflict with pedestrian and bicycle circulation. Therefore, impacts to bicycle and pedestrian facilities would be less than significant during Project operation.

Based on the above, the Project would not conflict with a program, plan, ordinance, or policy addressing bicycle and pedestrian facilities and impacts would be less than significant.

(11) Tribal Cultural Resources

In compliance with the requirements of AB 52, the City provided formal notification of the Project on September 20, 2016 to a number of California Native American tribes listed on the City's AB 52 contact list, including: Gabrieleño Tongva Indians of California Tribal Council; Gabrieleño Band of Mission Indians—Kizh Nation; Gabrieleño/Tongva Nation; Gabrieleño/Tongva San Gabriel Band of Mission Indians; San Fernando Band of Mission Indians; Soboba Band of Luiseño Indians; Torres Martinez Desert Cahuilla Indians; and Fernandeano Tataviam Band of Mission Indians. The response period for the consultation requests concluded after 30 days on October 20, 2016. No communication or request for consultation was received from any of the notified tribes. Therefore, the government-to-government consultation that has been initiated by the City, acting in good faith and after a reasonable effort, has not resulted in the identification of tribal cultural resources within the Project Site or in its vicinity.

Furthermore, the results of the records searches (i.e., South Coast Central Information Center and California Native American Heritage Commission) conducted for the Project Site and the independent analysis of correspondence and materials relative to potential tribal cultural resources on the Project Site (included in the TCR Report) demonstrate that there is no record or evidence of tribal cultural resources on the Project Site or in its vicinity.

CEQA only requires mitigation measures if substantial evidence exists of potentially significant impacts. CEQA Section 15126.4(a)(4)(A) states that there must be an essential nexus between the mitigation measure and a legitimate governmental interest (i.e., potential significant impacts). Based on the above, the Project Site does not contain any resources determined by the City, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, and, as such, impacts related to tribal cultural resources would be less than significant.

Nonetheless, the City has established a standard condition of approval to address inadvertent discovery of tribal cultural resources. Should tribal cultural resources be

inadvertently encountered, this condition of approval provides for temporarily halting construction activities near the encounter and notifying the City and Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project. If the City determines that the object or artifact appears to be a tribal cultural resource, the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Applicant would then implement the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a tribal cultural resource monitoring plan and once the plan is approved by the City, ground disturbance activities could resume. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. As a result, potential impacts to tribal cultural resources would continue to be less than significant.

(12) Utilities and Service Systems—Energy Infrastructure

(a) Construction

(i) Electricity

Construction activities at the Project Site would require minor quantities of electricity for lighting, power tools and other support equipment. Heavy construction equipment would be powered with diesel fuel.

Construction electricity usage would replace the existing electricity usage at the Project Site during construction since the existing on-site uses which currently generate a demand for electricity would be removed. As existing power lines are located in the vicinity of the Project Site, temporary power poles may be installed to provide electricity during Project construction. Existing off-site infrastructure would not have to be expanded or newly developed to provide electrical service to the project during construction or demolition. Therefore, the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects.

With regard to existing electrical distribution lines, the Project would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. As such, construction of the Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

(ii) Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no demand generated by construction. However, the Project would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and would not result in the relocation or construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects.

(b) Operation

(i) Electricity

The Project's operational electricity usage would be 2,430 MWh per year, which is approximately 0.01 percent of LADWP's projected sales in 2022.¹³ In addition, during peak conditions, the Project would represent approximately 0.01 percent of the LADWP estimated peak load. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.¹⁴ Therefore, during Project operations, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

(ii) Natural Gas

The Project would consume 7,030,152 cf of natural gas per year, which represents approximately 0.001 percent of the 2022 forecasted consumption in the SoCalGas planning area. SoCalGas has confirmed that the Project's natural gas demand can be served by the

¹³ LADWP, 2017 Power Strategic Long-Term Resources Plan, December 2017, Appendix A, Table A-1.

¹⁴ KPFF Consulting Engineers, Utility Technical Report: Energy, March 15, 2017. Refer to Appendix D.2 of this Draft EIR.

facilities in the Project area.¹⁵ Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's net increase in demand for natural gas.

(13) Utilities and Service Systems—Water Supply and Infrastructure

(a) *Water Infrastructure*

(i) *Construction*

As discussed in the Utility Report included as Appendix J to this Draft EIR and as summarized below, the existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project during operation. Thus, no upgrades to the mainlines that serve the Project Site would be required. However, the Project would require new service connections to connect to the existing water mainlines adjacent to the Project Site. The design and installation of new service connections would be required to meet applicable City standards. Installation of the new water distribution lines would primarily involve on-site trenching to place the lines below the surface, and minor off-site work to connect to the existing public water mains. Coordination with LADWP would be required prior to ground disturbance in order to identify the locations and depth of all lines. In addition, LADWP would be notified in advance of proposed ground disturbance activities in order to avoid water lines and disruption of water service.

Overall, construction activities associated with the Project would not require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects. In addition, the existing water distribution capacity would be adequate to serve the Project. Furthermore, as discussed above, minor off-site construction impacts associated with installation of the new service connections would be temporary in nature and would not result in a substantial interruption in water service or material inconvenience to motorists or pedestrians. As such, construction-related impacts to water infrastructure would be less than significant and mitigation is not required.

(ii) *Operation*

The Project would comply with Section 57.507.3.1 of the LAMC, which establishes fire flow standards by development type. As part of the Utility Report included in Appendix J to this Draft EIR, an Information of Fire Flow Availability Request (IFFAR) was submitted to LADWP in order to determine if the existing public infrastructure could meet the fire flow

¹⁵ *KPFF Consulting Engineers, Utility Technical Report: Energy, March 15, 2017. Refer to Appendix D.2 of this Draft EIR.*

demands of the Project. Based on the IFFAR results (see Exhibit 1 of the Utility Report, included as Appendix J to this Draft EIR), the six nearby fire hydrants within the vicinity of the Project Site have the capacity to provide 1,500 gpm each, with localized residual pressures ranging from 61 to 67 psi. The combined capacity of all six fire hydrants exceeds the applicable 6,000 to 9,000 gpm fire flow and 20 psi residual pressure requirements for the Project. Therefore, LADWP would be able to supply sufficient flow and pressure to satisfy the fire suppression needs of the Project. Furthermore, as discussed in Section IV.I, Public Services—Fire Protection, of this Draft EIR, the Project would include the installation of automatic fire sprinklers, which would reduce or eliminate water demand upon these public fire hydrants. Installation of the proposed automatic fire sprinklers would be subject to LAFD review and approval during LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for the Project, as set forth in Section 57.118 of the LAMC.

A Service Advisory Request (SAR) was also submitted to LADWP to determine if the existing public water infrastructure could meet the water demands of the Project. As described in the Utility Report, the Project proposes to connect to the existing 24-inch main in Vine Street with a lateral that would be adequately sized to simultaneously accommodate fire demand and domestic demand. Based on the SAR results (see Exhibit 2 of the Utility Report, included as Appendix J to this Draft EIR), the existing 24-inch main in Vine Street has a static pressure of 63 psi and a flow of up to 2,500 gpm with a residual pressure of 61 psi. In addition, the SAR identifies a 6-inch domestic service line with a simultaneous flow of 700 gpm. The approved SAR confirms that there is sufficient infrastructure capacity available to meet the Project's estimated water demand.

As discussed above, the approved IFFAR and SAR confirm that sufficient capacity is available to serve the water demands of the Project. The Project would provide a new metered service connection to the existing water mainline adjacent to the Project Site. Project-related infrastructure would be designed and installed to meet all applicable City requirements. No upgrades to the mainlines that serve the Project Site would be required, as they currently have capacity to serve the Project's water demand.

Based on the above, the Project would not exceed the available capacity within the water distribution infrastructure that would serve the Project Site. Accordingly, the Project would not require or result in the construction or relocation of new water facilities or expansion of expanded water facilities, the construction or relocation of which could cause significant environmental effects. In addition, the water distribution capacity would be adequate to serve the Project. Therefore, the Project's operational impacts on water infrastructure would be less than significant.

(b) Water Supply

(i) Construction

Construction activities for the Project would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. These activities would occur incrementally throughout construction of the Project (from the start of construction to Project buildout). The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. However, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption of the Project at buildout. In addition, water use during construction would be somewhat offset by the water currently consumed by the existing uses, all of which would be removed as part of the Project.

Furthermore, as concluded in LADWP's 2015 UWMP, projected water demand for the City would be met by the available supplies during a normal year, single-dry year, and multiple-dry year in each year from 2015 through 2040. Project construction would occur over approximately 21 months, beginning in 2020, and is estimated to be completed in 2022. Therefore, the Project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of Project construction, and no new or expanded entitlements are needed. As such, construction-related impacts to water supply would be less than significant.

(ii) Operation

The Project would result in a net increase in the Project Site's average daily water demand of approximately 24,621 gpd, or approximately 27.6 AFY (assuming constant water use throughout the year). It should be noted that LASAN's wastewater generation rates do not account for water conservation features and therefore, the Project's estimated water demand is conservative. Specifically, as discussed above, the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) requires newly constructed non-residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20-percent reduction in baseline water use. Accordingly, the Project would incorporate sustainability features such as efficient plumbing features, updated landscaping, modern irrigation, and efficient appliances that would reduce the Project's net increase in water demand by at least 20 percent pursuant to the requirements of the City of Los Angeles Green Building Code.

The 2015 UWMP forecasts adequate water supplies to meet all projected water demands in the City for normal, single-dry and multiple-dry years through the year 2040.

As outlined in the 2015 UWMP, LADWP is committed to providing a reliable water supply for the City. The 2015 UWMP accounts for the realities of climate change and the concerns of drought and dry weather and asserts that the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The 2015 UWMP also furthers the goals of the City's Executive Directive No. 5 and Sustainable City pLAn, addresses the current and future SWP supply shortages, and concludes that MWD's actions in response to the threats to the SWP will ensure continued reliability of its water deliveries. By focusing on demand reduction and alternative sources of water supplies, LADWP will further ensure that long-term dependence on MWD supplies will not be exacerbated by potential future shortages. Additionally, water conservation and recycling will play an increasing role in meeting future water demands in the City.

Based on the above, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area during normal, single dry, and multiple dry years, and no new or expanded entitlements are needed. Therefore, the Project's operation-related impacts on water supply would be less than significant.

b. Less Than Significant with Mitigation

(1) Cultural Resources

(a) Historic Resources

The existing building on the Project Site is not a historical resource. In addition, the five identified historical resources within the study area identified in the Historical Resources Report would not be demolished or physically altered by the Project. However, the Equitable Building and the Pantages Theatre are located in very close proximity to the Project Site. Thus, the Project has the potential to impact these historical resources through the excavation and vibration associated with new construction. Each of these activities could cause damage to the historic buildings if adequate protections are not provided. The Project would implement Mitigation Measure CUL-MM-1, which would require a pre-construction survey by a qualified structural engineer to establish baseline conditions. In addition, Section IV.H., Noise, of this Draft EIR includes Mitigation Measure NOI-MM-2, which would implement a vibration monitoring program during the demolition, excavation, and construction of the proposed subterranean parking garage.

Furthermore, the Project would require the temporary removal of a portion of the Hollywood Walk of Fame, consisting of terrazzo pavement and approximately five stars. Such work could result in a significant impact. As specified in Mitigation Measure

CUL-MM-2, all construction activities, including the removal, storage, and replacement of the terrazzo pavement, stars, and associated materials located within the Hollywood Walk of Fame, would be conducted in full compliance with the City's adopted "Hollywood Walk of Fame Specifications and Details" (February 24, 2011). Pursuant to these adopted regulations, the Project Applicant would be required to obtain approval of a Preservation Plan encompassing all construction, repair, and relocation work from the City's Bureau of Engineering, Office of Historic Resources, and Cultural Heritage Commission, as well as the Hollywood Historic Trust and the Hollywood Chamber of Commerce. During construction of the driveway, the stars and associated materials (lettering, plaques, etc.) would be stored in a secured off-site location. Following completion of the new driveway and curb cut, the terrazzo pavement and stars would be reinstalled. Implementation of Mitigation Measure CUL-MM-2 would ensure that any Project impacts to the Hollywood Walk of Fame would be mitigated to a less-than-significant level.

Thus, the Project would not cause any change in the significance of a historical resource as defined in Section 15064.5 and impacts on historic resources would be less than significant with mitigation.

(b) Archaeological Resources

The results of the archaeological records search indicate that there are no identified archaeological resources within the Project Site and one archaeological resource is located within a 0.5-mile radius of the Project Site. While these findings do not preclude the potential for an archaeological site to be identified during construction activities associated with the Project, it is considered unlikely since the Project Site has previously been graded as part of previous construction activities. However, excavation to construct the Project's subterranean parking garage would extend to a depth of approximately 55 feet below grade, which is greater than previously excavated depths. Therefore, it is possible that archaeological resources that were not identified during prior construction or other human activity may be present, which could result in significant impacts. As set forth in Mitigation Measure CUL-MM-3, a qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event archaeological materials are encountered, the archaeologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The implementation of Mitigation Measure CUL-MM-3 would ensure that any potential impacts related to archaeological resources would be less than significant. Therefore, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and any potential impacts related to archaeological resources would be less than significant with mitigation.

(2) Geology and Soils

(b) Paleontological Resources

A records search conducted for the Project Site indicates there are no previously encountered fossil vertebrate localities located within the Project Site. The closest identified localities in proximity to the Project Site are LACM 6297–6300, collected at depths between 47 and 80 feet below the surface area. While the Project Site has been subject to grading and development in the past, grading for the subterranean parking garage and building foundation would consist of excavation to a maximum depth of approximately 55 feet below the existing ground surface. Thus, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present, which could result in significant impacts. As set forth in Mitigation Measure GEO-MM-1, a qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. Therefore, implementation of Mitigation Measure GEO-MM-1 would ensure that any potential impacts related to paleontological resources would be less than significant.

(3) Noise

(a) Project-Level On-Site Vibration (Building Damage)

A criteria of 0.12 PPV is utilized for historic structures that are extremely susceptible to vibration damage. As indicated in Section IV.H, Noise, of this Draft EIR, the estimated vibration levels at the Pantages Theatre to the east would exceed the applicable 0.12 PPV significance criteria. Therefore, vibration impacts associated with potential building damage would be significant without mitigation measures. Mitigation Measure NOI-MM-2 would be implemented to reduce the Project's construction vibration impacts associated with potential building damage. With implementation of mitigation, impacts would be reduced to a less than significant level.

(4) Transportation

(a) Intersection Levels of Service

(i) Existing With Project With Mitigation

As discussed in Section IV.J, Transportation, of this Draft EIR, implementation of Mitigation Measures TR-MM-1 and TR-MM-2 would result in peak-hour trip reductions and operational improvements. Intersection operating conditions during the weekday morning and afternoon peak periods for the 17 signalized intersections under Existing With Project

Conditions With Mitigation are summarized in Table IV.J-12 of Section IV.J, Transportation, of this Draft EIR. As shown therein, the significant traffic impact under Existing With Project Conditions at Intersection 10: Vine Street & Hollywood Boulevard during the A.M. peak period would be reduced to a less-than-significant level after implementation of Mitigation Measures TR-MM-1 and TR-MM-2. Therefore, with the implementation of Mitigation Measures TR-MM-1 and TR-MM-2, traffic impacts at all the 17 signalized intersections in the study area would be less than significant under Existing With Project Conditions.

(ii) Future With Project With Mitigation

Table IV.J-13 in Section IV.J, Transportation, of this Draft EIR summarizes the Future With Project Conditions with the incorporation of mitigation measures during the morning and afternoon peak periods for the 17 signalized intersections. As shown therein, the significant traffic impact at Intersection 10: Vine Street & Hollywood Boulevard during the A.M. and P.M. peak periods under Future With Project Conditions would be reduced to a less-than-significant level after the implementation of Mitigation Measures TR-MM-1 and TR-MM-2. Therefore, with the implementation of Mitigation Measures TR-MM-1 and TR-MM-2, traffic impacts at all the 17 signalized intersections in the study area would be less than significant under Future With Project Conditions.

c. Significant and Unavoidable

(1) Noise

(a) Construction

(i) Project-Level and Cumulative On-Site Construction Noise

Construction activities would generate the highest noise during the excavation phase, as it is anticipated to have the highest number of pieces of construction equipment in the construction area compared to the Project's other construction stages. As indicated in Table IV.H-11 in Section IV.H, Noise, of this Draft EIR the maximum estimated noise levels associated with construction of the Project would be below the significance criteria at off-site receptor locations R5 and R6. The estimated construction noise levels would exceed the significance threshold by 4.1 dBA at receptor R3, 26.0 dBA at receptor R2, and 26.2 dBA at receptor R1. The estimated noise level at receptor location R4 would be 4.2 dBA above the significance criteria. However, it should be noted that the significance criteria discussed in Section IV.H, Noise, of this Draft EIR, would not apply to receptor location R4 as the studio use is not defined as a noise sensitive use by the *L.A. CEQA Thresholds Guide*. Therefore, under the most conservative impact assessment, temporary noise impacts associated with the Project's on-site construction would be significant at receptor locations R1, R2, and R3.

Implementation of Mitigation Measure NOI-MM-1 would reduce the Project's on-site construction noise impacts to the extent feasible, including to a less-than-significant level at receptor location R3, but not below a level of significance at receptor locations R1 and R2. To reduce temporary noise impacts from on-site construction activities at receptor location R2, a sound barrier would need to reach 12 stories in height. However, construction of a barrier of this height would not be feasible. Thus, construction noise impacts would remain significant and unavoidable.

Construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Nonetheless, if nearby related projects, including Related Project No. 1, Related Project No. 2, and Related Project No. 5 were to be constructed concurrently with the Project, significant cumulative construction noise impacts would result.

(ii) Cumulative Off-Site Construction Noise

Off-site construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul route. Specifically, based on the existing daytime ambient noise level of 66.9 dBA (L_{eq}) measured along Vine Street at receptor location R4, it is estimated that up to 87 truck trips per hour could occur along Vine Street (between Hollywood Boulevard and the US-101 Freeway) without exceeding the significance criteria of 5 dBA above ambient noise levels (i.e., 71.9 dBA L_{eq}). Therefore, if the total number of trucks from the Project and related projects were to add up to 88 truck trips per hour along Vine Street, the estimated noise level from 88 truck trips per hour would be 71.9 dBA at receptor location R4, which would exceed the ambient noise levels by 5 dBA and exceed the significance criteria. The Project would generate up to 18 truck trips per hour during peak construction period (site excavation). In addition, during peak periods it is possible that the total cumulative truck traffic related to construction of the Project and other related projects would cumulatively add up to 88 or more hourly truck trips. Therefore, it is conservatively concluded that the Project's contribution to cumulative noise impacts would be cumulatively considerable and cumulative noise impacts from off-site construction would be significant and unavoidable.

(iii) Project-Level and Cumulative On-Site Construction Vibration (Human Annoyance)

Table IV.H-21 in Section IV.H Noise, of this Draft EIR, provides the estimated vibration levels at the off-site sensitive uses due to construction equipment operation and compares the estimated vibration levels to the specified significance criteria for human

annoyance. Per Federal Transit Administration (FTA) guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential and hotel uses (where people normally sleep) and 65 VdB for recording studios, assuming there are a minimum of 70 vibration events occurring during a typical construction day. As indicated in Table IV.H-21 the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at off-site sensitive receptor locations R3 through R6. However, the estimated ground-borne vibration levels from Project construction would exceed the significance criteria at the Pantages Theatre (receptor location R1) and the Equitable Building (receptor location R2). Therefore, vibration impacts during construction of the Project would be significant, pursuant to the significance criteria for human annoyance.

With regard to cumulative impacts, the construction activities from on-site construction activities at the Project and Related Project No. 1 would exceed the vibration criteria at the Pantages Theatre. As concluded in the Draft EIR previously prepared for Related Project No. 1, the potential ground-borne vibration impacts at the Pantages Theatre would be significant and unavoidable. As discussed above, the estimated maximum vibration level from the Project construction would exceed the 72 VdB significance criteria at the Pantages Theatre. There are no feasible physical mitigation measures that would reduce the vibration impacts to less than significant level. Therefore, cumulative construction vibration impacts pursuant to the criteria for human annoyance would be significant in the event concurrent construction of the Project and Related Project No. 1 were to occur.

(iv) Project-Level and Cumulative Off-Site Construction Vibration (Human Annoyance)

As discussed above, per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential, hotel and theater uses, and 65 VdB for recording studios. To provide a conservative analysis, the estimated vibration levels generated by construction trucks traveling along the anticipated haul route were assumed to be within 20 feet of the sensitive uses along Hollywood Boulevard and Vine Street. As indicated in the noise calculation worksheets included in Appendix F of this Draft EIR, the temporary vibration levels could reach approximately 75 VdB periodically as trucks pass sensitive receptors along the anticipated haul route. There are residential, hotel and theatre uses along Hollywood Boulevard and Vine Street (between the Project Site and the US-101 Freeway), which would be exposed to ground-borne vibration above the 72-VdB significance criteria from the construction trucks. In addition, the Capitol Records building would be exposed to ground-borne vibration from haul trucks, which would exceed the 65-VdB significance criteria for recording studios. Therefore, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent vibration from construction trucks traveling along the anticipated haul route would be significant.

As related projects would be anticipated to use similar trucks as the Project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route as the Project (i.e., Hollywood Boulevard and Vine Street). As discussed above, the estimated vibration level of 75 VdB (from haul trucks) at the sensitive receptors along the Project's haul route would exceed the 72 VdB significance criteria. In addition, the haul truck-generated vibration would exceed the 65 VdB significance criteria for recording studio uses (i.e., Capitol Records located on Vine Street). Therefore, the vibration impacts from the construction trucks associated with the Project would be cumulatively considerable. As such, to the extent that other related projects use the same haul route as the Project, potential cumulative human annoyance impacts associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant.

There are no feasible mitigation measures that would reduce the potential vibration human annoyance impacts. Although impacts would be temporary, intermittent, and limited to daytime hours when the haul truck is traveling within 25 feet of a sensitive receptor, Project-level and cumulative vibration impacts from off-site construction with respect to human annoyance would remain significant and unavoidable.

11. Project Design Features

The following project design features are applicable to the Project:

a. Aesthetics

AES-PDF-1: Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the street level, as feasible, and to keep unpermitted persons from entering the construction area.

AES-PDF-2: The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

AES-PDF-3: Light sources associated with Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

AES-PDF-4: New on-site utilities that may be required to serve the Project shall be installed underground, where practical.

AES-PDF-5: Mechanical, electrical, and roof top equipment, as well as building appurtenances, shall be screened from public view.

AES-PDF-6: Trash areas associated with the proposed buildings shall be enclosed or otherwise screened from view from public rights-of-way.

AES-PDF-7: All new street and pedestrian outdoor lighting required for the Project shall be shielded and directed towards the interior of the Project Site such that the light source does not project directly upon any adjacent property.

AES-PDF-8: Glass used in building façades shall be anti-reflective or treated with an anti-reflective coating in order to minimize glare.

b. Greenhouse Gas Emissions

GHG-PDF-1: The design of the new buildings shall 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 Silver® or equivalent green building standards under LEED v4. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED Silver® certification will include, but are not limited to the following:

- a. Exceeding Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2016 Building Energy Efficiency Standards requirements.
- b. Use of Energy Star-labeled products and appliances.
- c. Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- d. Water-efficient plantings with drought-tolerant species;
- e. Fenestration designed for solar orientation; and
- f. Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

GHG-PDF-2: At least 20 percent of the total code-required parking spaces provided for all types of parking facilities shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction.

When the application of the 20-percent requirement results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

GHG-PDF-3: At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5-percent requirement results in a fractional space, round up to the next whole number.

c. Noise

NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, would be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers’ standards) and shall include the use of solar-powered generators, to the extent feasible. All equipment would be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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

NOI-PDF-3: All outdoor mounted mechanical equipment would be enclosed or screened from off-site noise-sensitive receptors.

NOI-PDF-4: Outdoor amplified sound systems would be designed so as not to exceed a maximum noise level of 75 dBA (L_{eq-1hr}) at a distance of 15 feet from the amplified sound systems (i.e., speaker face) at the Level 1 Main Entrance, and 90 dBA (L_{eq-1hr}) at the Level 13 Hotel Guest Terrace.

NOI-PDF-5: Truck loading/unloading operations shall be conducted within the interior of the ground floor loading/parking elevator level.

d. Transportation

TR-PDF-1: Construction Traffic Management Plan—Prior to the start of construction, the Project Applicant shall prepare a Construction Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advanced notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Vine Street to ensure traffic safety on public rights-of-way. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Parking restrictions on construction-related vehicles parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, etc., so as to: (1) occur outside the commuter peak hours to the extent feasible; and (2) not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Advanced notification of temporary parking removals and duration of removals.

12. Mitigation Measures

The following mitigation measures are applicable to the Project:

a. Cultural Resources

CUL-MM-1: Prior to commencement of new construction, a qualified structural engineer shall survey the existing foundations and other structural aspects of the Pantages Theatre and the Equitable Building to establish baseline conditions and provide a shoring design to protect each building from potential damage (See also Mitigation Measure NOI-MM-2 in Section IV.G, Noise, of this Draft EIR). Pot holing or

other destructive testing of the below grade conditions on the project site and immediately adjacent to the Pantages Theatre and Equitable Building may be necessary to establish baseline conditions and prepare the shoring design. The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California and have demonstrated experience specific to rehabilitating historic buildings and applying the Secretary's Standards to such projects. The lead agency shall determine qualification prior to any work being performed. The qualified structural engineer shall submit to the lead agency a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to issuance of any building permit for the project.

CUL-MM-2: A Preservation Plan shall be prepared consistent with the Hollywood Walk of Fame Specifications and Details dated February 14, 2011. The Preservation Plan shall be submitted to the Los Angeles City Planning Department, Office of Historic Resources, and shall be approved by the Office of Historic Resources, the Hollywood Historic Trust, the Hollywood Chamber of Commerce, the City's Bureau of Engineering, and the Cultural Heritage Commission. No changes to the Walk of Fame, including the construction of the proposed driveway for the project, shall be made prior to the approval of the Preservation Plan.

CUL-MM-3: A qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.

b. Geology and Soils

GEO-MM-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be determined by the paleontologist and shall depend on the rate of excavation and grading activities and

the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum.

c. Noise

NOI-MM-1: A temporary and impermeable sound barrier shall be erected during the Project's construction phase as follows:

- 1) Along the Project Site's eastern property line. The temporary sound barrier shall be designed to provide a 10-dBA noise reduction at the ground level of the Pantages Theatre.
- 2) Along the Project Site's western property line. The temporary sound barrier shall be designed to provide a 5-dBA noise reduction at ground level of the Redbury Hotel.

NOI-MM-2: Prior to start of construction, the Project Applicant shall retain the services of a structural engineer to visit the Pantages Theatre and the Equitable Building, to inspect and document (video and/or photographic) the apparent physical condition of the buildings, including but not limited to the building structure, interior wall, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare a shoring design (See Mitigation Measure CUL-MM-1 in Section IV.C, Cultural Resources of this Draft EIR for required qualifications of the structural engineer).

The Project Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Pantages Theatre and the Equitable Building during demolition, excavation, and construction of the parking garage. The vibration monitoring system shall measure (in vertical and horizontal directions) and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 inch/second (PPV) for the Pantages Theater and 0.45 inch/second (PPV) for the Equitable Building and a regulatory level of 0.12 inch/second (PPV) for the Pantages Theater and 0.50 inch/second

(PPV) for the Equitable Building. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

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

In the event the warning level (0.10 inch/second (PPV) for the Pantages Theater and 0.45 inch/second (PPV) for the Equitable Building) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.12 inch/second (PPV) for the Pantages Theater and 0.50 inch/second (PPV) for the Equitable Building) 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.

In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

d. Transportation

TR-MM-1: Transportation Demand Management (TDM) Program—The Applicant shall prepare and implement a TDM Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The TDM Program shall include design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic at the Project Site. The TDM Program shall be subject to review and approval by the Department of City Planning and LADOT. The TDM Program strategies may include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities, including secured bicycle storage with attended bicycle valet service
- Guaranteed ride home program
- Flexible or alternative work schedules

- Incentives for using alternative travel modes
- Parking incentives and administrative support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support
- Contribution of \$50,000 to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participate as a member in the future Hollywood Transportation Management Organization (TMO), when operational.

TR-MM-2: Transportation Systems Management (TSM) Improvements—The Project shall contribute \$75,000 toward TSM improvements within the Hollywood-Wilshire District in order to better accommodate intersection operations and increase intersection capacity throughout the study area. The specific TSM improvements would include the upgrade of five (5) of the existing closed circuit television (CCTV) camera systems, including all transmission equipment and any required new video fiber/cables, within the project study area. These CCTV camera systems shall be upgraded to minimize any system break-down disruption and to continue providing real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the project study area. The proposed five (5) existing CCTV camera systems to be upgraded are at the following locations:

- Highland Avenue & Franklin Place
- Highland Avenue & Hollywood Boulevard
- Highland Avenue & Sunset Boulevard
- Hollywood Boulevard & Vine Street
- Bronson Avenue & Hollywood Boulevard

13. Summary of Alternatives

This Draft EIR examines three alternatives to the Project in detail, which include the No Project/No Build Alternative; the Mixed-Use Density Bonus Alternative; and the Reduced Project Alternative. A general description of these alternatives is provided below. Refer to Section V, Alternatives, of this Draft EIR for a more detailed description of these alternatives and a comparative analysis of the impacts of these alternatives relative to those of the Project.

a. Alternative 1: No Project/No Build Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states in part that, “in certain instances, the No Project Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, for purposes of this analysis, Alternative 1, the No Project/No Build Alternative, assumes that the Project would not be approved, no new permanent development would occur within the Project Site, and the existing environment would be maintained. Thus, the physical conditions of the Project Site would generally remain as they are today. Specifically, the existing approximately 6,393 square foot low-rise commercial restaurant and nightclub building, and adjacent paved surface areas, would continue to operate on the Project Site and no new construction would occur.

b. Alternative 2: Mixed-Use Density Bonus Alternative

Alternative 2, the Mixed-Use Density Bonus Alternative, would remove the existing approximately 6,393 square foot low-rise commercial restaurant and nightclub building and adjacent paved surface areas in order to construct a 12-story high-rise building with a maximum height of 135 feet. The proposed building under Alternative 2 would be lower in height than the Project; however, the building massing would be similar to that of the Project. In addition, architectural elements, lighting, and signage under the Mixed-Use Density Bonus Alternative would be similar to that of the Project.

Specifically, Alternative 2 would include approximately 5,500 square feet of high-turnover restaurant spaces and approximately 83 residential units. Under the existing zoning for the Project Site, Alternative 2 would be restricted to a maximum of 61 units. However, the Mixed-Use Density Bonus would set aside the required number of affordable housing units in order to qualify for a 35 percent density bonus, which would allow Alternative 2 to increase the unit count to 83 and exceed the FAR limit of 3:1 (per Ordinance No. 165,659, adopted in 1990) imposed by the “D” limitation of the C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District) zone. Upon completion, the Mixed-Use Density Bonus Alternative would result in a total of 49,572 square feet of new floor area and a FAR of 4.05:1 with the application of the 35 percent density bonus. Alternative 2 would not require a zone or height district change.

The Mixed-Use Density Bonus Alternative would provide approximately 53 parking spaces within one subterranean parking level and two above-ground parking levels for the residential and restaurant uses. Given the Project Site constraints, vehicle parking would be facilitated by valet service, while bicycle parking would be located as part of an attended

bicycle parking service, as with the Project. Since Alternative 2 would construct only one subterranean parking level, compared to the five levels proposed by the Project, the amount of excavation and soil export during construction would be significantly reduced. In addition, the total floor area proposed under Alternative 2 would also be reduced. Accordingly, the overall construction duration for the Mixed-Use Density Bonus would also be reduced when compared to the Project.

c. Alternative 3: Reduced Project Alternative

The Reduced Project Alternative would result in the development of the Project Site in a manner similar to the Project; however, the density of the proposed uses would be reduced by roughly 25 percent when compared to the Project. Specifically, the number of hotel guest rooms would be reduced from 240 rooms to 180 rooms. In addition, the shared guest and public spaces would be reduced from approximately 5,373 square feet to approximately 4,029 square feet of floor area. This would include an outdoor seating area and coffee bar on Level 1, and a “living room” and terrace on Level 10 containing a limited-service food and beverage bar called “canteenM,” workspace areas, and lounge seating. The height of the hotel building would also be reduced, as compared to the Project, from a 13-story, 185-foot building to a ten-story building with an approximate height of 120 feet. Architectural elements, lighting and signage, and access to and within the Project Site under Alternative 3 would be similar to that of the Project. Similar to the Project, Alternative 3 would include a request for a zone and height district change on the Project Site from the existing C4-2D-SN zone to the (T)(Q)C4-2D-SN zone to allow for a max FAR of 4.6:1 in lieu of 3:1 (per Ordinance No. 165,659).

Under the Reduced Project Alternative, vehicle and bicycle parking for the proposed uses would be provided within four subterranean parking levels and the number of spaces provided be reduced from 79 vehicle parking spaces to approximately 60 vehicle parking spaces. Since the number of subterranean levels proposed under Alternative 3 would be reduced compared to the Project, the amount of excavation and soil export would also be less. In addition, the amount of building construction would be less due to the reduction in total floor area and building height. Thus, the overall construction duration under the Reduced Project Alternative would be shorter than the duration for the Project.

d. Environmentally Superior Alternative

The CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No Project Alternative. Accordingly, in accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 2, the Mixed-Use Density Bonus Alternative, would be the Environmentally Superior Alternative. Alternative 2 would not avoid the Project’s significant and unavoidable impacts related to on-site noise during construction, on-site vibration during construction (pursuant

to the threshold for human annoyance), and off-site vibration (pursuant to the threshold for human annoyance) during construction from haul trucks, the Project's significant cumulative on- and off-site construction noise impacts, or the Project's potentially significant on- and off-site construction vibration impacts related to human annoyance. Although Alternative 2 would result in greater on-site noise impacts during operation, such impacts would remain less than significant. In addition, unlike the Reduced Project Alternative, which would result in similar intersection, access, and circulation impacts as the Project and would require mitigation, these impacts under the Mixed-Use Density Bonus Alternative would be less than significant without mitigation. Furthermore, Alternative 2 would reduce a greater number of the Project's less-than-significant impacts compared to Alternative 3. However, Alternative 2 would not satisfy three of the five basic objectives of the Project, and would not achieve the Project's underlying purpose of revitalizing the Project Site by developing a high quality hotel development project that provides new lodging opportunities to serve the Hollywood community as well as publicly accessible neighborhood-serving restaurant and bar uses that encourage pedestrian activity in the vicinity of the Project Site.