

## **II. Project Description**

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### 1. Introduction

The Project includes the development of a mixed-use building, comprised of 260 multi-family residential dwelling units, up to 10 percent (26 units) of which would be set aside for workforce housing<sup>1</sup> and 17,800 square feet of commercial uses, comprised of 11,020 square feet of retail, 3,580 square feet of office, and 3,200 square feet of restaurant uses (the Project), within the Hollywood Community Plan area of the City of Los Angeles (the City). The subject property is comprised of approximately 1.4 acres located at 6430–6440 Hollywood Boulevard and 1624–1648 Wilcox Avenue (the Project Site). As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District,<sup>2</sup> located at the corner of Hollywood Boulevard and Wilcox Avenue, would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum building height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area, with a maximum floor area ratio (FAR) of up to 4.5 to 1. A total of 420 parking spaces would be provided within five parking levels comprised of two subterranean, one at-grade level, and two above-grade levels. The Project would also include 33,750 square feet of open space, including 6,745 square feet of common planted open space.

### 2. Project Location and Setting

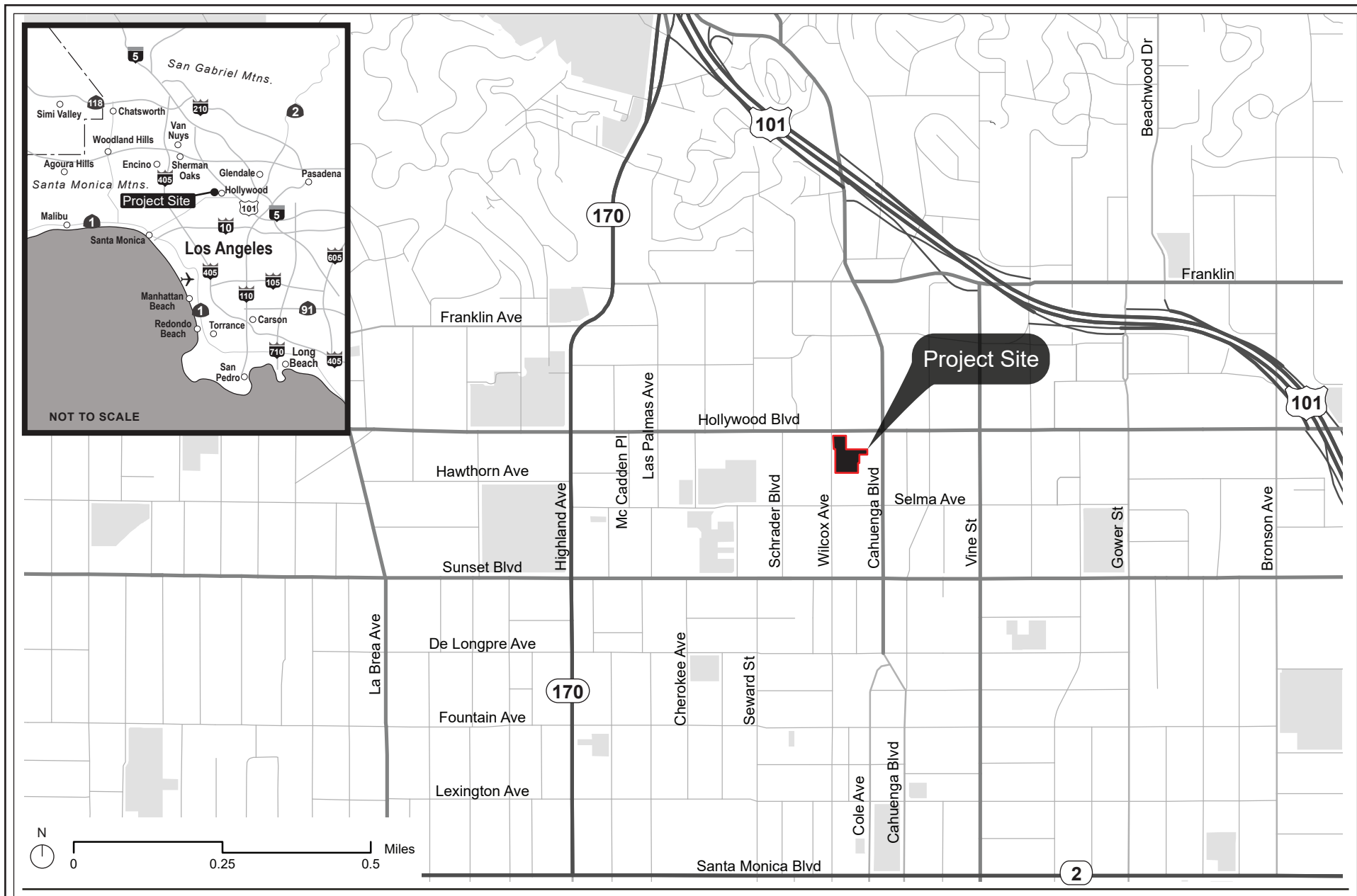
#### a. Project Location

As shown in Figure II-1, Project Location Map, on page II-2, the Project Site is located in the Hollywood community of the City, approximately 6 miles northwest of

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<sup>1</sup> Per the Los Angeles Housing and Community Investment Department, the qualifying maximum income level for workforce housing is 150 percent of the area median income based on family size.

<sup>2</sup> The Hollywood Boulevard Commercial and Entertainment District is a 12 block area of the commercial core of Hollywood that contains examples of architecture from the 1920s and 1930s. The district includes 63 contributing properties and was listed in the National Register of Historic Places in 1984. Source: Hollywood Heritage, Inc., "Policies and Procedures," [www.hollywoodheritage.org/policies-and-procedures](http://www.hollywoodheritage.org/policies-and-procedures), accessed January 7, 2020, and National Park Service, "National Register of Historic Places Inventory—Nomination Form," March 6, 1985.



**Figure II-1**  
Project Location Map

downtown Los Angeles and approximately 11.8 miles northeast of the Pacific Ocean. Primary regional access is provided by the Hollywood Freeway (US-101) located approximately 0.4 mile east of the Project Site. Major arterials providing regional access to the Project Site vicinity include Hollywood Boulevard, Cahuenga Boulevard, Vine Street, and Sunset Boulevard. The Project Site is well-served by public transportation, with the Hollywood/Vine station of the Los Angeles County Metropolitan Transportation Authority (Metro) Red Line located approximately 0.25 mile east of the Project Site, and several bus lines with stops along Hollywood Boulevard near the Project Site. The Project Site is located in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and City Zoning Information File (ZI) No. 2452.<sup>3,4</sup>

## **b. Surrounding Uses**

The Project Site is located in a highly urbanized area characterized by medium- to high-density, low- and high-rise commercial and multi-family structures. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre (also known as the Warner Pacific Theatre or Warner Hollywood Theatre) building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. The newly constructed 10-story Dream Hotel is also located southeast of the Project Site within the same block.

## **3. Existing Project Site Conditions**

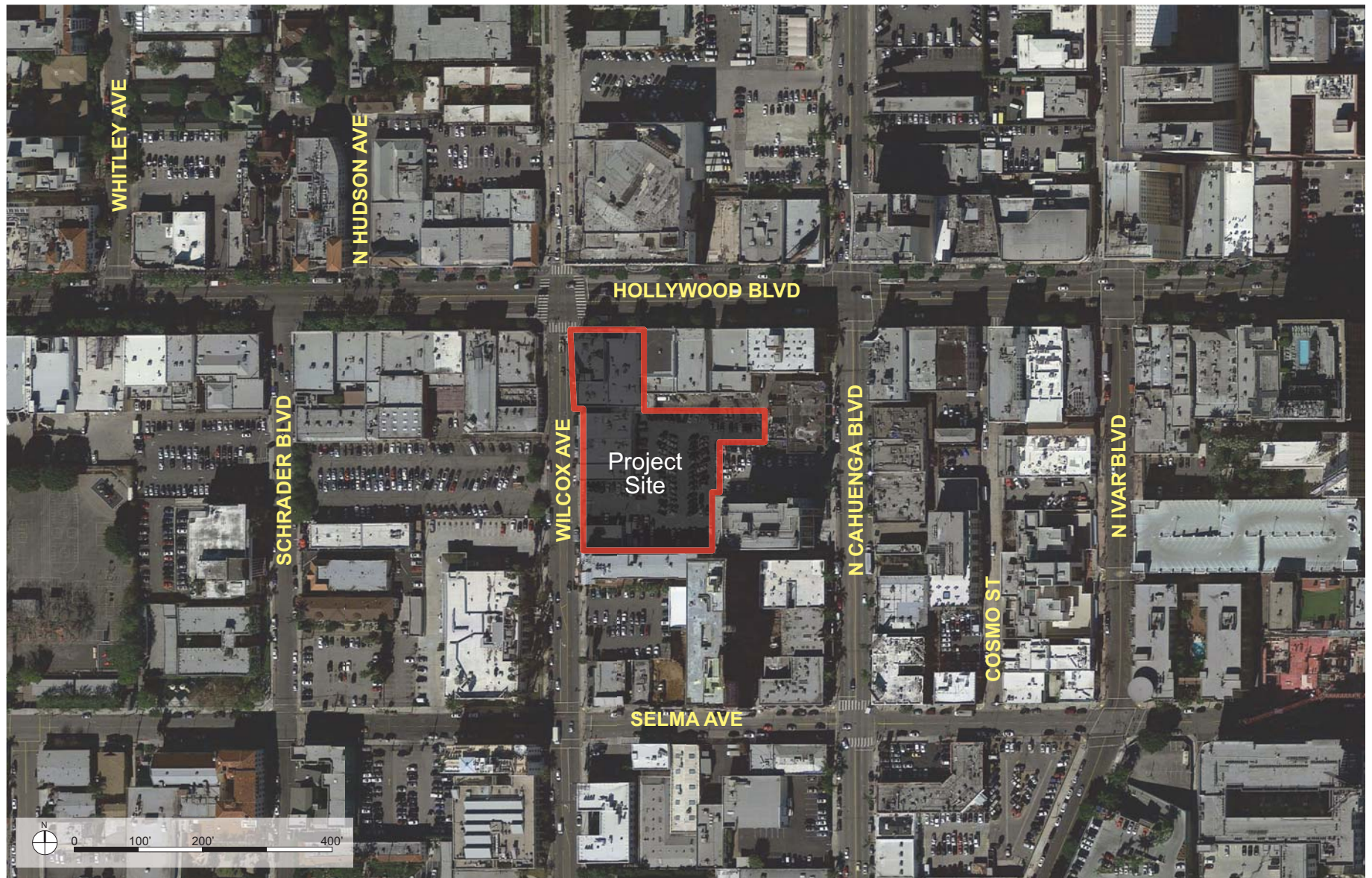
As shown in Figure II-2, Aerial Photograph of the Project Vicinity, on page II-4, the Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet of floor area as well as surface parking. Included in this floor area is the 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue. As noted above, the Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District. Vehicular access to the surface parking is provided via a driveway on Wilcox Avenue.

Landscaping within the Project Site is limited. Two ornamental trees are located along Hollywood Boulevard and two ornamental trees are located within the surface parking lot. These existing trees consist of various non-native species that are not subject

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<sup>3</sup> *The City's Zone Information and Map Access System (ZIMAS) confirms the Project Site's location within a Transit Priority Area, as defined in the City's ZI No. 2452.*

<sup>4</sup> *Gibson Transportation Consultants, Transportation Impact Study for the Hollywood & Wilcox Project, June 2018. See Appendix O.1 of this Draft EIR.*



**Figure II-2**  
Aerial Photograph of the Project Vicinity



to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404).<sup>5</sup>

## 4. Land Use and Zoning

### a. Hollywood Community Plan

The Project Site is located within the planning boundary of the Hollywood Community Plan (Community Plan), adopted in December 1988. The Community Plan designates the Project Site for Regional Center Commercial land uses, with corresponding permitted zones of C2, C4, RAS3, RAS4, P, and PB, with a General Plan Footnote (No. 9) which states that the Regional Center Commercial designation is limited to the Hollywood Redevelopment Project Area; and development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.

### b. City of Los Angeles Municipal Code

The Project Site has two zoning designations. The two lots that front on Hollywood Boulevard (the Hollywood Parcels) are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The balance of the Project Site (the Wilcox Parcels) is zoned C4-2D (Commercial, Height District 2 with Development Limitation). Pursuant to the Los Angeles Municipal Code (LAMC), the C4 Zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. 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 a density of one dwelling unit for every 200 square feet of lot area. The Height District 2 designation, in conjunction with the C4 Zone, does not impose a maximum building height limitation but does impose a maximum FAR of 6:1. The D Limitation (per Ordinance No. 165,660-SA220, adopted in 1990) on the Hollywood Parcels limits the total floor area contained in all buildings on said parcels to a maximum FAR of 2:1 and maximum height of 45 feet; however, a project could exceed the 2:1 FAR subject to certain conditions.<sup>6</sup> The

<sup>5</sup> *The City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404) protects Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

<sup>6</sup> *The conditions are: a) The Community Redevelopment Agency Board finds that the project conforms to: (1) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Agency Board pursuant to Section 518.1 of the Redevelopment Plan, (3) the Hollywood Boulevard District urban design plan as approved by the City Planning Commission and adopted by the CRA Board pursuant to Sections 501 and 506.2.1 of the Hollywood Redevelopment Plan; and, If (Footnote continued on next page)*

SN designation on the Hollywood Parcels indicates that these parcels are located within the Hollywood Signage Supplemental Use District (HSSUD).

### **c. Other Applicable Plans and Regulations**

The Project Site is also located within the Los Angeles State Enterprise Zone, the Los Angeles Promise Zone, the Hollywood Entertainment District Business Improvement District, and, as noted above, a Transit Priority Area pursuant to SB 743.

### **d. Jobs and Economic Improvement through Environmental Leadership Act**

In September 2011, the Governor Edmund G. “Jerry” Brown signed Assembly Bill (AB) 900, the Jobs and Economic Improvement through Environmental Leadership Act, to provide streamlining benefits to “environmental leadership development projects (leadership projects)” under CEQA. The Governor’s Office of Planning and Research (OPR) has provided guidelines for submitting applications for streamlined environmental review pursuant to AB 900, as amended by SB 734 and AB 246. As defined in Public Resources Code (PRC) Section 21180(b)(1), the Project is considered a leadership project as it meets the following conditions:

*A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as [Leadership in Energy and Environmental Design®] LEED gold or better by the United States Green Building Council and, where applicable, that achieves a 15-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable*

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*applicable, (4) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and b) The project complies with the following two requirements: A Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and the Project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24 B.3.*

*communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction target.*

The Governor may certify a leadership project for a streamlined environmental review if all of the following conditions are met:

- (1) The project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature;*
- (2) The project, upon completion, will qualify for LEED Gold® certification or better. The application shall specify those design elements that make the project eligible for LEED Gold® certification or better, and the applicant shall submit a binding commitment to delay operating the project until it receives LEED Gold® certification or better. If, upon completion of construction, LEED Gold® certification or better is delayed as a result of the certification process rather than a project deficiency, the Project Applicant may petition the Governor to approve project operation pending completion of the certification process;*
- (3) The project will achieve at least 15 percent greater transportation efficiency, as defined in PRC section 21180(c), than comparable projects. The Project Applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the project will achieve at least 15 percent greater transportation efficiency. For residential projects, the applicant shall also submit information demonstrating that the number of vehicle trips by residents divided by the number of residents is 15 percent more efficient than for comparable projects. For the purposes of this provision, comparable means a project of the same size, capacity, and location type;*
- (4) The project is located on an infill site, as defined in PRC Section 21061.3, and in an urbanized area, as defined in PRC Section 21071;*
- (5) The project would provide unbundled parking for the residential dwelling units, with the exception of the workforce residential dwelling units;*
- (6) The project would result in a minimum investment of \$100 million in California upon completion of construction;*
- (7) The project would create high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and help reduce unemployment;*
- (8) The project would not result in any net additional greenhouse gas (GHG) emissions, including GHG emissions from employee transportation, as determined by the State Air Resources Board*



*pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code;*

- (9) The project would comply with the requirements for commercial and organic waste recycling in Chapters 12.8 (commencing with PRC Section 42649) and Chapter 12.9 (commencing with PRC Section 42649.8), as applicable;*
- (10) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to PRC Division 13 to certify the Project shall be conditions of approval of the Project, and those conditions would be fully enforceable by the lead agency. In the case of environmental mitigation measures, the Project Applicant would agree, as an on-going obligation, that those measures would be monitored and enforced by the lead agency for the life of the obligation; and*
- (11) The project applicant would agree to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council; and*
- (12) The project applicant would agree to pay the costs of preparing the administrative record for the Project concurrent with review and consideration of the Project pursuant to PRC Division 13, in a form and manner specified by the lead agency for the Project.*

The Project Applicant submitted an application to the Governor for certification of the Project as a leadership project under AB 900, as amended by AB 246, and the application was subject to public review from February 2, 2019, through March 7, 2019. On March 13, 2019, the California Air Resources Board issued Executive Order G-18-122, determining that the Project would not result in any net additional GHG emissions for purposes of certification under AB 900. On October 10, 2019, the Governor certified the Project as an eligible project under AB 900, and the Governor's OPR forwarded the Governor's determination to the Joint Legislative Budget Committee. According to PRC Section 21184(b)(2)(C), if "the Joint Legislative Budget Committee fails to concur or nonconcur on a determination by the Governor within 30 days of the submittal, the leadership project is deemed to be certified." The Joint Legislative Budget Committee issued a concurrence letter on November 8, 2019, and as a result, the Project has been deemed certified. The Governor's certification and Joint Legislative Budget Committee's concurrence letter are provided in Appendix B of this Draft EIR.

Pursuant to PRC Section 21187, within 10 days of the Governor certifying the Project as an leadership project, the City of Los Angeles issued a public notice on October 17, 2019, stating that the Project Applicant has elected to proceed under Chapter 6.5

(commencing with Section 21178) of the PRC, which provides, among other things, that any judicial action challenging the certification of the EIR or the approval of the Project described in the EIR is subject to the procedures set forth in Sections 21185 to 21186, inclusive, of the PRC.

## 5. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to revitalize the Project Site by developing an integrated mixed-use development that provides new multi-family housing opportunities and neighborhood-serving retail, office, and restaurant uses that serve the community and promote walkability while also rehabilitating the Attie Building. As set forth in the CEQA Guidelines, the Project’s basic and fundamental objectives are provided below.

- Create a high density, mixed-use development at a location served by public transit and locate residential uses in in a transit priority area;
- Redevelop and improve the visual character of the Project Site with a high density residential, office, and commercial infill development;
- Rehabilitate the historic Attie Building and preserve its use as commercial space;
- Provide housing near public transit by constructing new residential dwelling units with varying mixes of number of-bedrooms, in an infill location close to commercial and office uses;
- Provide workforce housing to help meet the City’s housing goals;
- Create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street-adjacent uses such as neighborhood-serving commercial uses;
- Promote community benefits, economic development, and job creation, by creating construction and retail jobs, providing economic benefit to the City, and providing community benefits through workforce housing;
- Create an environmentally sensitive development, by incorporating sustainable and green building design and construction that reduces waste, manages water use efficiently and conserves energy, and by providing employment, housing, and shopping opportunities within easy access of established public transit.

## 6. Description of the Project

### a. Project Overview

As shown in Table II-1 on page II-11, the Project includes the development of a mixed-use project comprised of 260 multi-family residential units, up to 10 percent (26 units) of which would be set aside for workforce housing, and 17,800 square feet of commercial uses, comprised of 11,020 square feet of retail, 3,580 square feet of office, and 3,200 square feet of restaurant uses. The Project would rehabilitate and restore the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, located at the corner of Hollywood Boulevard and Wilcox Avenue. The remaining uses on the Project Site would be removed to provide for development of the Project. New construction would range from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project Site would include 278,892 square feet, inclusive of the 9,000-square-foot Attie Building, for a FAR of 4.5:1. A total of 420 parking spaces would be provided within five parking levels comprised of two subterranean, one at-grade level, and two above-grade levels. The Composite Site Plan for the Project is provided in Figure II-3 on page II-12, and the Ground Floor Plan is provided in Figure II-4 on page II-13.

### b. Building Design

The Project includes the development of a mixed-use building up to 15 stories in height; rehabilitation and restoration of portions of the Attie Building; and the addition of a one-story commercial building directly east of the Attie Building. As shown in Figure II-5 and Figure II-6 on pages II-14 and II-15, new development would be stepped back from Hollywood Boulevard and transition from 45 feet along Hollywood Boulevard to 125 feet, and then to a maximum of 160 feet within the southern portion of the Project Site. Landscaped outdoor courtyards and terraces would be integrated throughout the Project Site.

Rehabilitation and restoration of portions of the Attie Building would occur in accordance with the Secretary of Interior's Standards for Historic Rehabilitation and includes retention of the existing on-site mural. Per California Building Code Section 3404A.1, alterations to any building or structure shall comply with the requirements of the code for new construction. Therefore, the applicable provisions of Title 24 and the Los Angeles Green Building Code apply to the rehabilitation of this historic structure. Upon completion, the Attie Building would continue to be used for commercial uses.

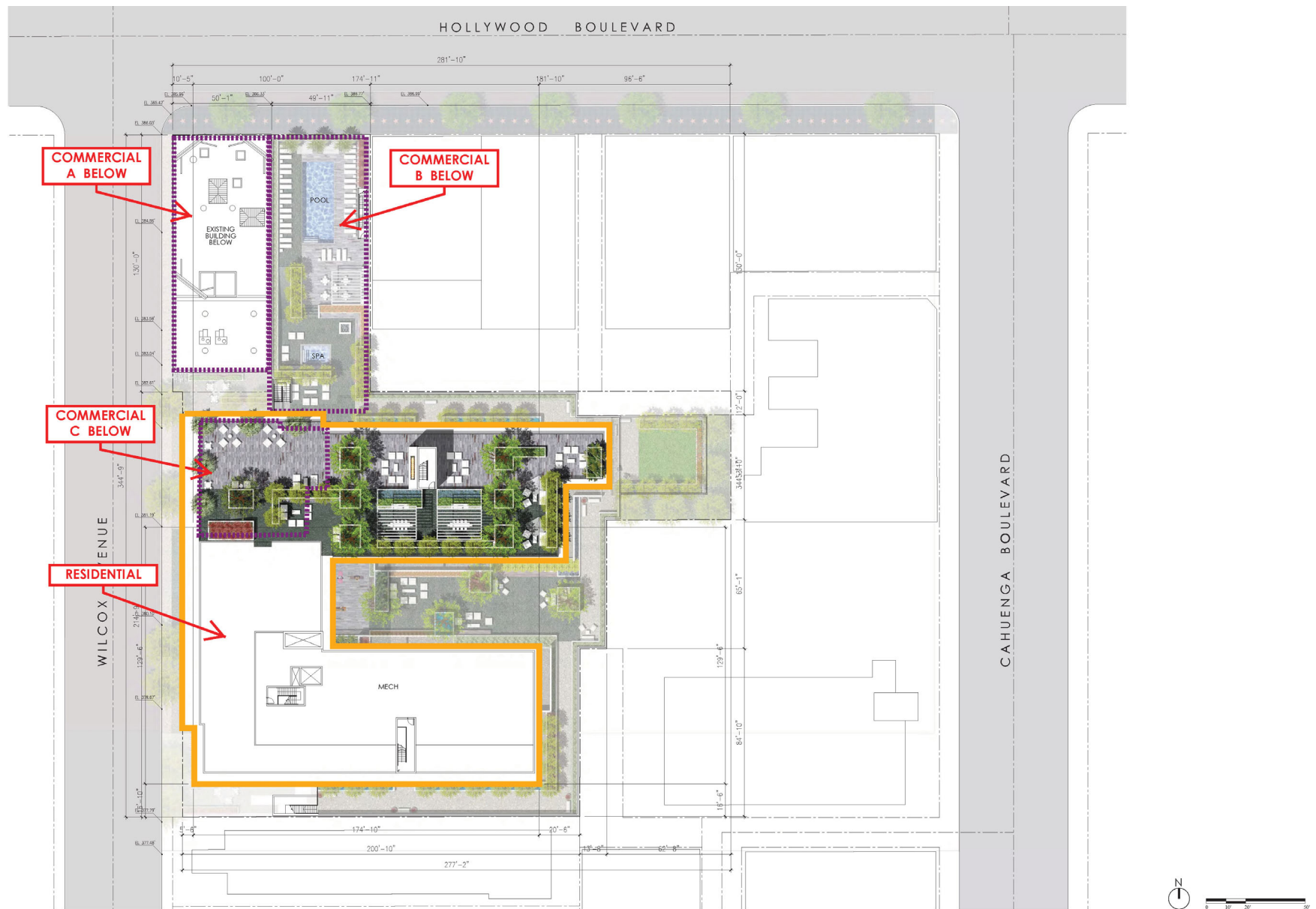
Adjacent to the Attie Building, a new low-rise commercial building would replace an existing commercial building that is a non-contributing structure to the Hollywood Boulevard

**Table II-1  
Summary of Proposed Floor Area<sup>a</sup>**

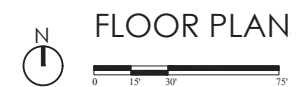
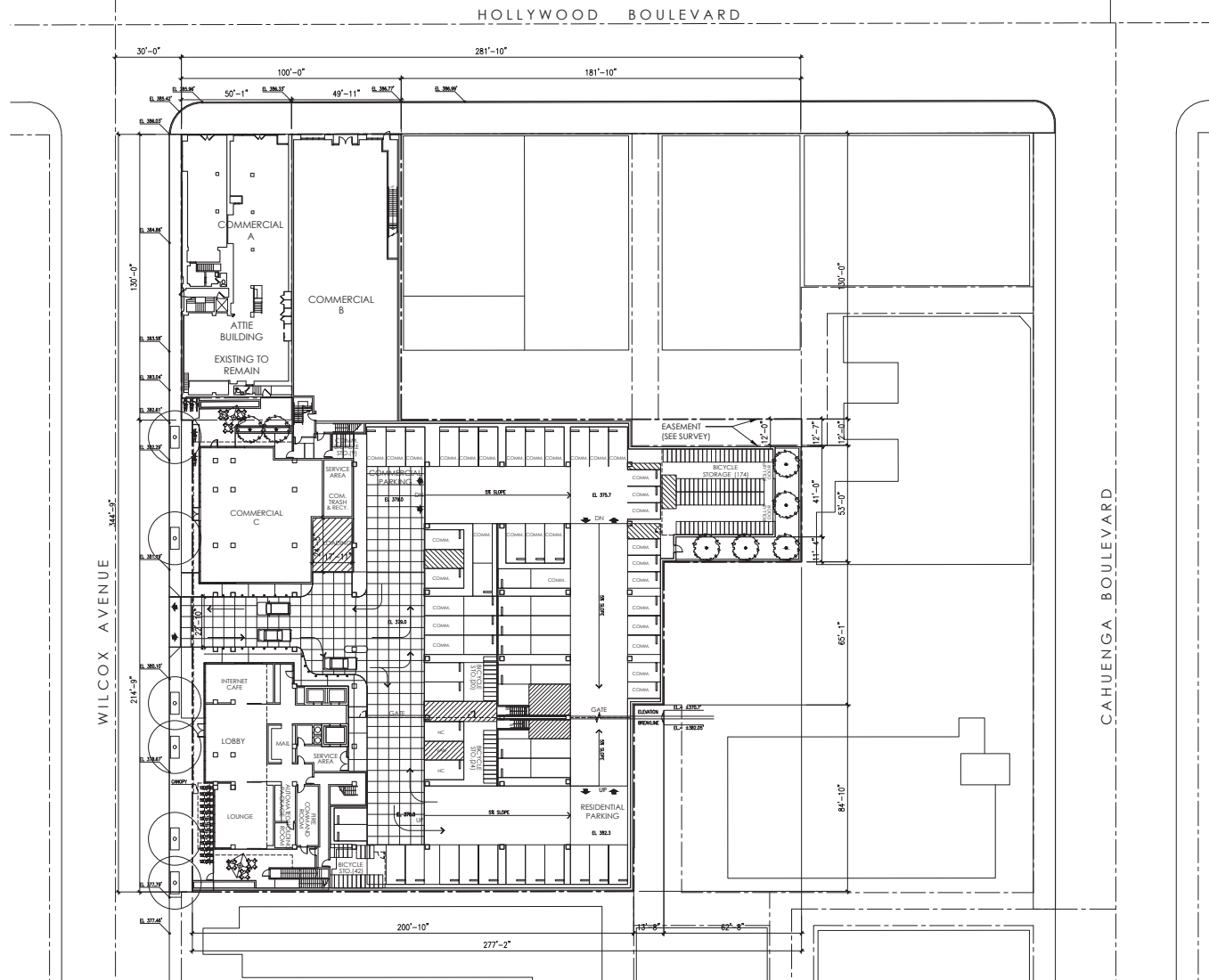
| <b>Land Use</b>  | <b>Floor Area<br/>(sf)</b> |
|--|----------------------------|
| Residential  | 261,092 sf (260 DU)        |
| Retail   | 11,020 sf                  |
| Office   | 3,580 sf                   |
| Restaurant   | 3,200 sf                   |
| <b>Total</b>   | <b>278,892 sf</b>          |
| <p><i>sf = square feet</i><br/> <i>DU = dwelling unit</i><br/> <sup>a</sup> <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas." In addition, in accordance with LAMC Section 12.21.1-A,5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements.</i><br/> <i>Source: Eyestone Environmental, 2020.</i></p> |                            |

Commercial and Entertainment District. The new commercial building would be approximately 45 feet in height. This building would be contemporary in design but incorporates elements from the Attie Building, so that it would complement the contributing structure. A pool deck that would serve the residential uses in the new mixed-use building would be located on the rooftop of the new commercial building.

Community-serving retail would be located along Hollywood Boulevard, and community-serving retail and restaurant uses, together with residential amenities, including a lobby area and lounge, along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and publicly accessible during business hours. Another outdoor courtyard would be accessible to residents only and located at ground-level at the southwestern corner of the Project Site, adjacent to the ground-floor residential amenities. Parking would be provided within five levels including two subterranean levels, one at-grade level, and two above-grade levels. The at-grade and two above-grade parking levels would be centrally located within the Project Site and would be screened from public view by the commercial uses along Hollywood Boulevard and by the commercial uses, residential amenities, and residential uses along Wilcox Avenue. The residential units would be located on Levels 3 through 15 of the new mixed-use building.



**Figure II-3**  
Composite Site Plan



**Figure II-4**  
Ground Floor Plan





NORTH ELEVATION ALONG HOLLYWOOD BOULEVARD



WEST ELEVATION ALONG WILCOX AVENUE

**Figure II-5**  
Conceptual Building Elevations — North and West



EAST ELEVATION



SOUTH ELEVATION

**Figure II-6**  
Conceptual Building Elevations — South and East

The proposed new development would be modern in design but would take design cues from nearby historic Hollywood buildings, such as the Taft Building at Hollywood Boulevard and Vine Street, the Warner Theater/Pacific Building at Hollywood Boulevard and Wilcox Avenue, the Security Pacific Bank Building at Hollywood Boulevard and Cahuenga Boulevard, and the Equitable Building at Hollywood Boulevard and Vine Street. The proposed building's stepped design would also reduce the building's perceived height and mass from the generally low-rise development along Hollywood Boulevard. A conceptual rendering of the Project is provided in Figure II-7 on page II-17.

### **c. Open Space and Recreational Amenities**

Landscaping would include a mix of trees, shrubs, and large planters and, where feasible, would utilize drought-tolerant plant materials native to Los Angeles. New landscaping would be provided along Wilcox Avenue and in the outdoor seating areas associated with the commercial space and the residential lounge, as well as on the sky deck, fourth floor residential courtyard, and pool deck. The landscape design would incorporate outdoor seating areas.

Per LAMC Section 12.21 G, the Project is required to provide 29,150 square feet of open space. As illustrated in Figure II-3 on page II-12, the Project proposes 33,750 square feet of open space, including 6,745 square feet of common planted open space including a variety of common and private open space and recreational amenities, such as landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. As part of the Project, two on-site trees would be removed, and two street trees along Hollywood Boulevard would be retained.

### **d. Signage and Lighting**

Project lighting would include low-level exterior lights adjacent to buildings and along pathways for aesthetic, security and wayfinding purposes. All lighting would comply with current energy standards and codes while providing appropriate light levels for accent signage, architectural features, and landscaping elements. Project lighting would minimize light trespass from the proposed buildings and overall Project Site, and minimize sky-glow to increase night sky access. Specifically, all on-site exterior lighting would be automatically controlled via occupancy and photo sensors and/or timers to illuminate only when required. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All light sources would be shielded and/or directed to minimize spillover onto nearby residential areas.





**Figure II-7**  
Conceptual Rendering

All exterior and interior lighting would meet high-energy-efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to approval by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

The Project includes a signage program designed to be compatible with the proposed architecture on the Project Site and with other signage in the surrounding neighborhood. No off-premises billboard advertising is proposed as part of the Project. The three existing billboards, located on the roof of the Attie Building, would remain. Proposed new signage would include general street level tenant/site identification, visitor directional signage and temporary construction signage, as permitted per the LAMC Article 4.4, Sign Regulations. All on-site signage would be within the permitted area defined in the LAMC per each sign type and would comply with the applicable provisions of the LAMC. Additionally, signage on the parcels fronting Hollywood Boulevard would comply with the applicable provisions of the HSSUD.

## **e. Access, Circulation, and Parking**

Vehicular access to the Project Site would be provided via a new driveway on Wilcox Avenue for commercial and residential parking. In accordance with LAMC requirements, the Project would provide a total of 420 vehicular parking spaces, including 387 spaces for the residential units and 33 spaces for the community-serving retail and restaurant uses. The vehicular parking provided accounts for a permitted 10-percent reduction, pursuant to the Los Angeles Bicycle Parking Ordinance.<sup>7</sup> Parking would be provided within two levels of subterranean, one level of at-grade, and two levels of above-grade parking. As discussed above, the parking on Levels 1 and 2 would be centrally located within the Project Site and shielded from view from public streets by the commercial uses and residential lobby and amenities. The parking on Level 3 would be screened by the residential uses lining the western portion of the parking structure. A loading area would be provided within Level 1 and shielded from the public right-of-way by the commercial uses on Wilcox Avenue.

The Project would also include short- and long-term bicycle parking, in accordance with LAMC requirements. The Project includes 269 long-term spaces and 35 short-term spaces for both residential and commercial uses. Both short-term and long-term bicycle parking would be located on Level 1.

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<sup>7</sup> Ordinance No. 185480 adopted in May 2018 does not apply to the Project because the Project application was deemed complete prior to its adoption. Ordinance No. 182386 applies to the Project.

Pedestrian access to the commercial buildings would be provided via the sidewalks along Hollywood Boulevard and Wilcox Avenue. Pedestrian access to the residential building would be provided by a residential lobby located along Wilcox Avenue. The Project would also enhance pedestrian activity along Hollywood Boulevard and Wilcox Avenue through building design and proposed streetscape amenities by providing ground-level, community-serving retail and restaurant use. Streetscape amenities provided by the Project would include a row of street trees on Wilcox Avenue, pedestrian-scale lighting fixtures and elements, and landscaped outdoor seating areas. The Project would also widen the sidewalk by five feet along a portion of Wilcox Avenue, and locate vehicular loading and drop-off within the parking structure.

## **f. Site Security Features**

The Project would include numerous security features, including a closed circuit camera system and keycard entry for the residential building and the residential parking areas, and on-site security personnel. The Project would also be designed such that entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways would be open and in view of surrounding sites. In addition, buildings and walkways would be properly lit in order to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

## **g. Sustainability Features**

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and AB 900. These include, but are not limited to, measures to reduce vehicle trips, installation of solar panels, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. In addition, the Project Site’s proximity to the Metro Red Line Hollywood/Vine Station, as well as the 12 bus lines within 0.25 mile, would encourage and support the use of public transportation and a reduction in vehicle miles traveled by Project residents, employees, and visitors. The Project would also apply for LEED Gold® Certification. The following specific features would be incorporated into the Project:

### Energy Conservation and Efficiency

- Use of Energy Star-labeled products and appliances, including dishwashers in the residential units.



- 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.
- Incorporation of energy-efficient design methods and technologies, such as high performance window glazing;; passive energy efficiency strategies, such as façade shading, roof overhangs, porches, and inner courtyards; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.
- Incorporation of operable windows; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.
- Use of insulated plumbing pipes and high efficiency domestic water heaters.
- Use of updated boiler controls to improve efficiency.
- Use of refrigerants that reduce ozone depletion.
- Use of energy-efficient electrical and mechanical equipment and monitoring systems.
- Installation of solar panels.

#### Water Conservation

- Inclusion of water conservation measures in excess of Los Angeles Department of Water and Power requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- Use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens, where possible, and storm water filtration planters to collect roof water to be reused on-site.
- Incorporation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Use of high-efficiency Energy Star–rated dishwashers in the residential units.
- Prohibition of the use of single-pass cooling equipment (i.e., equipment in which water is circulated once through the system, then drains for disposal with no recirculation).
- Provision for individual metering and billing for water use of all residential uses and commercial spaces.

- Installation of cooling tower automatic water treatment to minimize cooling tower blowdown and water waste.
- Use of weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.
- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Use of proper hydro-zoning and turf minimization, as feasible.
- Install waste piping to allow for the future installation of a greywater system to supply landscape irrigation.

#### Water Quality

- Use of on-site storm water treatment.
- Installation of catch basin inserts and screens to provide runoff contaminant removal.
- Preparation and implementation of a Stormwater Pollution and Prevention Plan and Standard Urban Stormwater Mitigation Plan, both of which would include Best Management Practices to control stormwater runoff, minimize pollutant loading and erosion effects during and after construction.

#### Solid Waste

- Provision of on-site recycling containers to promote the recycling of paper, metal, glass, organics, and other recyclable materials and adequate storage areas for such containers during construction and after the building is occupied.
- Use of building materials with a minimum of 10 percent recycled-content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square feet of building floor area.

#### Transportation

- Allocation of space for installation of bike share facilities at the Project Site should a bike share program expand to the Hollywood area.

- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of electric vehicle charging stations in accordance with applicable City and LAMC requirements.

#### Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in heating, ventilation, and air conditioning (HVAC) systems.
- Meeting applicable LAMC, City, and/or State air emissions requirements for all heating or cogeneration equipment utilized at the Project Site.
- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide emissions.
- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

## **7. Project Construction and Scheduling**

Construction of the Project would commence with demolition of the existing buildings, except for the Attie Building which would be retained, and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is estimated to take approximately 24 months with an anticipated completion date of 2023. The excavation expected for the subterranean parking would be up to 40 feet below grade. It is estimated that approximately 58,000 cubic yards of export would be hauled from the Project Site during construction activities. During construction, temporary construction fencing would be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level, and graffiti would be removed, as needed, from all temporary walkways and construction fencing throughout the Project construction period.

## **8. Necessary Approvals**

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

- Pursuant to LAMC Section 12.32 F, a Vesting Zone/Height District Change from C4-2D-SN/C4-2D to C4-2D-SN/C4-2D to modify the D Limitation to allow a maximum FAR of 4.5:1 in lieu of the otherwise permitted 2:1 FAR per Ordinance No. 165,660-SA220;
- Pursuant to LAMC Sections 12.24 T, and 12.24 W.19, a Vesting Conditional Use Permit to allow floor area ratio averaging in a Unified Development;
- Pursuant to LAMC Section 12.24 W.1, a Master Conditional Use Permit to allow the sale of a full line of alcoholic beverages for on-site and off-site consumption within Project restaurants and retail stores;
- Pursuant to LAMC Section 16.05, Site Plan Review;
- Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for the purpose of creating a subdivision with three ground lots and three commercial condominiums;
- A Haul Route for the export of 58,000 cubic yards of soil; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to: clearance related to the Hollywood Redevelopment Plan, temporary street closure permits, grading permits, excavation permits, foundation permits, street tree removal permits, and building permits.